

TOP PALM SPRINGS FIELD LOOMS

See Page 1

MOTOR RACING

Vol. 1—No. 26 119 Los Angeles, Calif. (Published Bi-weekly) October 5-12, 1956 Price 15c

MURPHY WINS FIFTH STRAIGHT! LOVELY, OKER POST TRIUMPHS

See Page 1



—John O'Donnell

FATAL ACCIDENT—This is the mishap that claimed the life of William (Pete) Snell of San Francisco at the recent Arcata races. Here his Triumph is in the second of three flipovers on turn 9, one of the sharpest turns ever seen.

SACRAMENTO RACING CHARTS

See Page 7

Interested in M-O-N-E-Y?

Pays to Advertise - in MOTORACING

DOES it pay to advertise in MOTORACING?

Just ask Carl Gardner of Gardner-Reynolds, the Dunlop tire firm.

Gardner is just one of the increasing number of advertisers who, more and more, are finding out that MOTORACING is THE medium.

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Gardner knows full well that doing business without advertising is like winking at a girl in the dark—you know what you're doing, but nobody else does.

And Carl knows the importance and impact of frequency — that's why his ad appears in EVERY issue of MOTORACING.

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In a recent issue, he advertised "another first in TIRE RETREADING." He was flooded with orders.

Queries and orders came from the following: California—Los Angeles, San Luis Obispo, Monterey, Visalia, Lodi, Tulare, Stockton, Ridgecrest, Pomona, San Bernardino, Fresno, Barstow, Fillmore, Riverside, Santa Cruz, Carmel, Modesto, Yuba City, Ontario, Santa Barbara, Bakersfield, Ventura, Oxnard, Taft; Arizona—Phoenix, Flagstaff, Globe, Yuma, Tucson; Texas—El Paso; Colorado—Denver, Littleton.

Business came from 54 answers to his MOTORACING ad! If it's sales—BUSINESS—you want, MOTORACING is for you. Just check with Carl Gardner at Angelus 9-0707.



Hill Palm Springs Entry: 7 Edgar Cars

By Flavio St. Germain

Back home after a season with Ferrari in Europe, Santa Monica's Phil Hill will head the entries for one of the biggest races of the year—the final 1956 SCCA National at Palm Springs, Nov. 3-4.

This will be Hill's first West Coast race since Pebble Beach last April.

He has driven a Ferrari for Johnny von Neumann in the past, and is expected to follow suit for the spa classic. The model he will drive is not yet known.

Packing more gloss than any race seen in Southern California in months and months as far as name drivers and big machinery are concerned, Palm Springs should attract the biggest crowd of the season to help make up for the SCCA loss at Santa Maria and to pay for the SCCA National "bite."

BIG EDGAR ENTRY

John Edgar goes with the most muscle. He's shooting for the whole ball of wax with seven cars that represent about \$75,000 worth of Italian and German machinery—two 4.9 Fer-

raris, a 3.5 Ferrari, two Porsches, one 300SL and one Alfa.

Carroll Shelby, Dallas, the biggest U.S. winner this year, goes in one of the 4.9's. Jack McAfee, under-1500 National leader, will pilot the 3.5 and 550 Spyder. E. Forbes-Robinson may be in the other Porsche.

Easterner Paul O'Shea, a 1955 kingpin and best-known Mercedes driver in the country, will handle the 300SL, and young Skip Hudson tools the Alfa.

GREGORY ENTRANT

It's unknown at this writing whether Masten Gregory, another top name, will handle the other 4.9 for Edgar or a Ferrari Testa Rosa for Temple Buell of Denver.

Some drivers may get in some practice licks at Pomona, Oct. 20-21, before the big whirl two weeks later.

First Birthday

It will be Volume II Number I for the next issue of MOTORACING.

That means the first anniversary for this growing, lusty publication. The first issue was dated Friday, Oct. 21, 1955.

Where many papers of this type fail to make the grade long before the first year is up, MOTORACING, like Topsy, just grew and grew.

Today, it is mailed to homes in 46 states of the Union and 14 foreign countries.



Vol. I—No. 26

Los Angeles, Calif.—Price 15c

The Big Guns at Sacramento



BILL MURPHY
His Buick Kurtis Flew



BOB OKER
A Top Performance



PETE LOVELY
Won With The Pooper

It's Murphy Again At Sacramento; Oker Production Win Sensational!

By Gus V. Vignolle

PRODUCTION

SACRAMENTO, Sept. 30—A 28-year-old Whittier machinist, gifted with the facility of making a racing car GO, was the sensation in the production category of the second annual Sacramento road races here today.

He is Bob Oker, who amazed all Northern Californians with his stunning performance behind the wheel of Ed Savin's new 1991cc class E Bristol-powered AC Ace.

This is the same chap who made the Morgan Plus 4 famous with the many victories he chalked up for more than a year for Savin, an East Los Angeles imported car dealer.

The AC Ace is even much better. And Oker drove much better today. He was like a man possessed. The sweltering crowd recognized his performance and came up with a thunderous cheer for him and the car.

EASY VICTOR

Oker was an easy victor in the 20-lap race for production cars over 1500cc, averaging 64.5mph around the brutally-rugged circuit. Jim Woods, Jaguar, and

SACRAMENTO STARTING GRID

(Based on Saturday's 5-lap qualifying races)

Modified Over-1500cc	
Richie Ginther (Fer. Monza)	8:40.6
John Barneson (Hagemann Spl.)	8:40.6
J. von Neumann (Fer. Testa Rosa)	8:41
Jack Graham (A. Martin DB3S)	8:41
Mick Marsten (A. Healey Spl.)	8:41
Marion Lowe (Frazer Nash)	8:41
James Nash (Frazer Nash)	8:41
Fred Block (Jaguar)	8:41
Austin Davis (Lancia)	8:41
Lou Brero (Cad Kurtis)	8:28.8
Masten Gregory (Fer. Testa Rosa)	8:28.8
R. G. Gillespie (Maserati)	8:41
Bill Murphy (Buick Kurtis)	8:41
Bob Oker (AC Ace Bristol)	8:41
Jim Woods (Jaguar)	8:41
Bob Cole (Triumph TR3)	8:41
Tom Brandes (A. H. 1008)	8:41
Al Laws (Jaguar)	8:41
John Emerson (A. H. s/c)	8:41

(Plus qualifiers from under 1500cc race)

George Snively, Austin Healey, followed.

Oker had the No. 1 grid position today, but it wasn't so yesterday. In the five-lap qualifying race he was placed dead last. At the end of the first whirl he was 5th; one more lap and he was second behind Woods. He passed the Jag on the front straight and led the last three laps.

His time was 9:21.6 as compared to Woods' 9:32.3. He earned the front spot today—and proved himself, winning with ease.

The real battle was between Woods and Snively. Theirs was a ding-dong battle all the way.

RUGGED BREAK

Ruth Levy, the phenomenal Minnesota importation, now from Brentwood, held on to fourth with her Porsche Super in the early going. Then she lost two positions after belting some hay and damaging a door. Holding the door closed with her left arm until it was black and blue, she finally got the black flag, made a fast pit stop, tied the door down and resumed the action. This happened on lap 15. She still finished 11th.

Back to Oker. He also went in (Continued on Page 2, Col. 1)

MURPHY SIGNS UP FOR POMONA RACES

Bill Murphy, the hottest sports car driver in the Southland, has turned in his entry for the second running of the Pomona sports car road races Saturday and Sunday, Oct. 20-21. California Sports Car Club looks for an entry list of 250.

MODIFIED

SACRAMENTO, Sept. 30—Roc-keting through a hairy, twisting two-mile course more dangerous than Paramount Ranch, Bill Murphy, Culver City auto dealer, scored his fifth straight victory in his Buick Kurtis at the Fairgrounds here before a sunbaked crowd of 9000 people.

He won by 10 seconds from little Richie Ginther, Santa Monica, piloting Johnny von Neumann's new Ferrari Monza. Then came Sam Weiss, Sacramento, in a Porsche Spyder; Pete Lovely, Seattle, Porsche Cooper, and Jack Graham, San Jose, Aston Martin DB3S.

Murphy averaged 72.4mph for the 35-lap 70-miler for over-1500cc modified cars.

GRIEF FOR BRERO

Lou Brero, the Arcata lumberman, who started in the No. 1 slot after winning yesterday five-lap qualifying race to determine grid positions, ran into a mass of grief. He bolted to the front at the outset, followed by Ginther and Murphy.

But from the 11th lap on, his car was redhot; by the 20th lap his wide lead was cut to 5.2 seconds, and on the 24th Murphy overtook him. And on the 33rd, three whirls before the finish, Lou went out on turn 6.

The recently-overhauled engine of his big Cad Kurtis was too tight and practically seized on the corners. He let up perceptibly, plodded along as Murphy increased his lead, and finally the engine seized—locked completely.

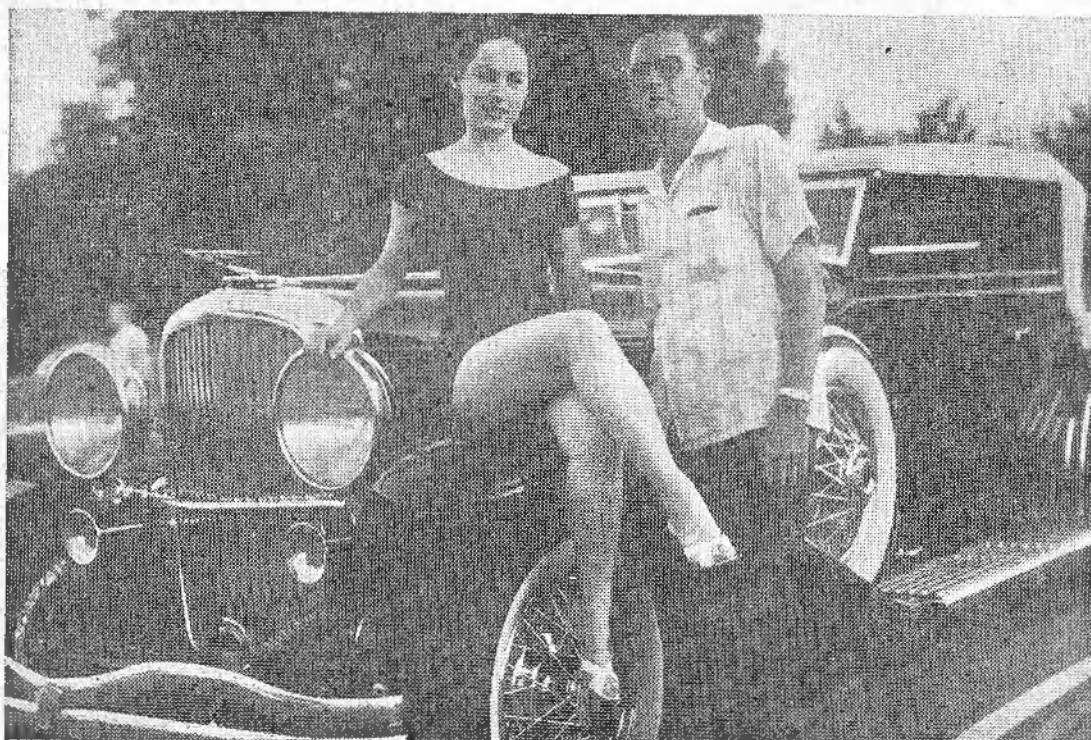
Murphy was on the front line yesterday, but spun and today started in seventh spot. But he moved in a hurry. On the fifth tour he passed Ginther to move into second. After Richie, the

(Continued on Page 11, Col. 2)

RACE DATE SET

Professional sports car road racing is set for October 28 on the rugged 2.3-mile Willow Springs Course near Rosamond, RRR officials have announced. It appears certain that Bill Krause's D Jaguar will top entries.

Bud Goodwin, 5122 Melrose Ave., Los Angeles, phone HO. 2-9331, may be contacted for further data.



WINNER—Here's the \$18,500 1932 Duesenberg Victoria which captured the best-of-show award for James Aiken in the recent Concours d'Elegance at the Valley Tail o' the Cock Restaurant

in North Hollywood. H. E. Smith, who restored the classic auto, is shown here with pretty Judy Robinson, model for Levine's of Van Nuys, which provided apparel at fashion show staged there.

—Vignolle & Powell



• Racing Pow-Wow •

By Maury Powell

AN INSIGHT INTO WHAT A SMALL, LOUD GROUP CAN DO

GATHER 'ROUND, fellow tribesmen, and listen to an infamous incident which proves that sometimes this isn't the free country it's cracked up to be, and that there are nests of witch-hunters, and worse, only in modern dress.

Be alert, for if these crackpot-type persons should, for example, suddenly turn their attention to sports car activities—you might well run into the same grief as did a couple chaps we know.

We speak of Tom Haynes and Harry Schooler, who've been staging auto races many, many years at various Southern California tracks. Well, they up and decided to take a fling at mock bullfight promotions featuring Patricia McCormick, the internationally-known lady bullfighter from Texas.

Haynes and Schooler center their operations now at Gardena Stadium, which, for the benefit of out-of-state subscribers, we'll describe as being located in the city of Gardena, some 12 miles south of L.A. They checked with Gardena's officials to ascertain whether a mock bullfight ran afoul of the law in any way, and were told the coast was clear.

ON THE HOOK FOR ABOUT 10 GRAND

Whereupon they bought 12 bulls, signed a contract with Miss McCormick, arranged for billboards, posters and other advertising matter, printed tickets and performed the many other duties attendant to promotions. All to the tune of about 10 grand, Uncle Sam's finest.

Miss McCormick is brought into L.A. for a press confab and begins to make radio and TV appearances "plugging" the exhibition bullfights.

All of a once and sudden-like there manifests itself a campaign against the events. Radio-TV commentators are plagued with phone calls protesting against Miss McCormick's appearances and the staging of the bullfights. Some timid announcers cancel her visits!

Simultaneously, the Gardena city councilmen are harangued with these identical type calls, and letters.

The anti-bullfight campaign seems to stem from S.P.C.A. and other animal humane (hah!) groups and individuals. An S.P.C.A. official issues statements and makes TV appearances, confirming this belief.

Next thing you know, the harassed councilmen meet in EMERGENCY session, no less, to pass an ordinance prohibiting the bullfights or any similar events! Penalty for staging, or even ADVERTISING said events, was set at \$500 or six months in the clink.

STADIUM OFFICIALS NOT CALLED IN

Nor were any Gardena Stadium officials called in to present their side of the situation, and to explain that nothing harmful toward the bulls was intended; simply a little fancy capework by Miss McCormick and two more matadors being imported from Mexico.

Most city ordinances require 30 days before becoming effective, but this emergency beauty was rushed through on a "right now" basis. The council's consideration for a stadium that has brought countless thousands of dollars into the community coffers was nil. The modern witch-hunters were at work, and the councilmen obviously wanted out.

To the everlasting credit of Haynes and Schooler, they took the matter into the Appellate Department of the Los Angeles County Superior Courts instead of rolling over and playing dead.

However, the court ruled that Gardena's council had the moral and legal right to pass such an emergency ordinance—and that put the final kibosh on the bullfighting promotion.

THEY OPPOSED VACCINATION OF DOGS

Down the drain went 10 g's. Back to Texas went Miss McCormick. Out seeking more victims went the witch-hunters. (And many of them had aided and abetted in the staging of a rodeo at Gardena Stadium, and what goes on at rodeos is ten times worse than anything at a mock bullfight!)

Incidentally, it's well-known that this same little-but-loud group leads the fight against compulsory rabies vaccination of dogs. The group has lost in many cities, but that doesn't deter them, no sir. They'd rather have rabid dogs running wild, and bitten victims subjected to that horrible Pasteur treatment, than permit a simple shot administered to all dogs.

And, wouldn't you guess, it's the BULLS that'll wind up in the slaughterhouse!

OKER VICTOR

(Continued from Page 1)

yesterday's five-lapper with the big-bores. From 14th place at the end of the first lap, he boomed to 9th, the grid position he had in the main event. Savin had kept his fingers crossed, hoping Oker would be permitted in the big-bore.

The Whittier chap got in plenty of laps for two days up here!

The opening 20-lapper was a 2-in-1 race for production roadsters up to 1500cc and production MGs up to 1500cc. Overall winner was Don Dickey, who led all the way in a Porsche Carrera.

Jack Dalton, victor of the MG phase of it in an "A", held second until the 8th lap, when he dropped to third, with Jack Graham, Porsche Carrera, moving up. Graham eventually went out, and Milt Davis, Porsche Speedster, took over second, finishing there. He was followed by Dalton.

Race Leaders

Bill Murphy increased his lead in the over-1500cc class, and Ken Miles jumped ahead of Richie Ginther in the under-1500 of the West Coast point standings for 1956 road racing following the SCCA Sacramento races last Sunday.

Murphy currently has 18 points, twice as many as second-place Carroll Shelby, while Miles has 17, one more than Ginther. Points are awarded on a 3-2-1 basis for the first three places in the two big races on Sunday only. Standings:

Over-1500cc—Bill Murphy 18, Carroll Shelby 9, Jack McAfee 7, Lou Brero 7, Sam Weiss 6, John Barnson 6, John von Neumann 5, Harrison Evans 5, Richie Ginther 3, Masten Gregory 3, Bill Krause 3, Jerry Austin 2, Phil Hill 2, Eric Hauser 2, Ken Miles 2, Jean Pierre Kunstle 2, Fred Woodward 1, Chuck Daigh, 1.
Under-1500cc—Ken Miles 17, Richie Ginther 16, Sam Weiss 14, Johnny Porter 8, Jack McAfee 8, Eldon Beagle 7, Jean Pierre Kunstle 7, Pete Lovely 5, Cy Fodor 2, Bill Pollock 2, Frank Menise 2, Bill Eschrich 1, George Keck 1, Rex Huddleston 1, John McLaughlin 1.

MOTORACING

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LETTERS

to the Editor

NOTICE

Hereafter, Letters to the Editor are limited to 250 words. Longer letters will be trimmed to that space, although every effort will be made not to destroy the context. Unsigned letters will not be published.

SHE HATES CLOTHES

Viva Gloria! While I don't agree with Miss Dearborn, she has focused the public gaze on a feature of sports car racing with which I am wholly sympathetic.

For some time I have been a member of various sun-bathing clubs (Nudist colonies to some) and lately I have become interested in sports cars. We find the MG, Singer and Triumph with their cut-down doors ideally suited for our purpose. When I go to the races I find it quite offensive to have to put on any clothes; so I hope the present rate of disrobing continues. The trend is definitely in the right direction and should not be as expensive as Miss Dearborn indicates.

Alicia Lennoc
San Marino, Calif.

LOTS OF LEGS

Gloria Dearborn better not talk about leg exposure. I took this silhouette shot of her at the Santa Barbara races. True, I don't see any midriff or other exposed upper portions of her anatomy. But lots of legs. Nice, anyway, methinks.

Henry Philbertson
Venice, Calif.



GLORIA IN SHORTS

STRIPPERS—KEEP OUT!

You ask for discussion on your article about the female's way of dressing at the races. Obviously, no lady would appear in public in some of the costumes seen at the races. It is doubtful if a lady would even own some of the things seen worn.

Also obviously, these same females (not girls as some are well and long past that classification) are attempting to sell themselves. It is a shame the track is getting to look as if a bunch of call girls with their madams had taken a bus man's holiday.

There, not all of us look well in Bermuda shorts but at least we are decent and, not as in many cases, baring nothing more than an old and overstuffed shape.

Keep the call girls and strippers in their proper places—not at the track.

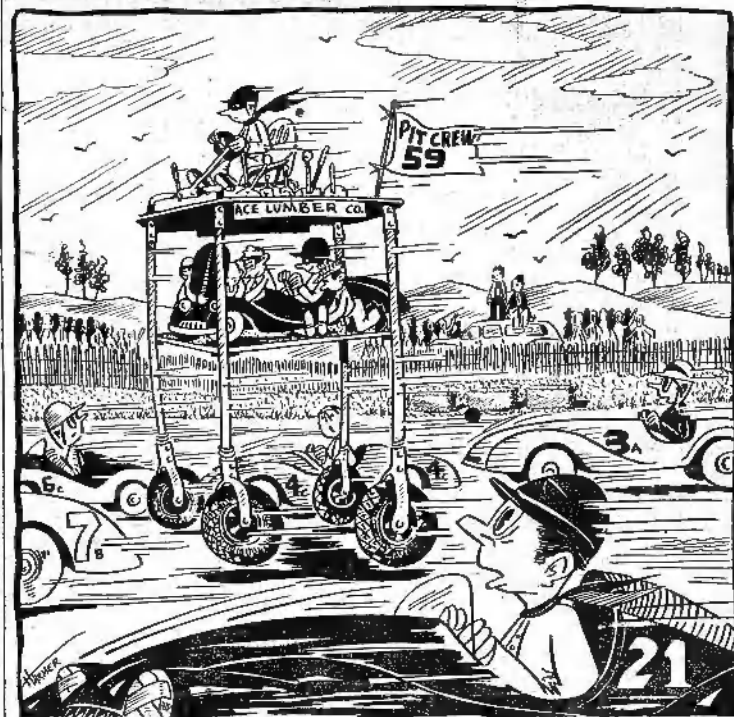
C. C. K.
Pasadena 2, Calif.

JOHN EDGAR EXPLAINS

In reading your Sept. 21-28 1956 issue, I find on page 4 "THE INSIDE" by Flavio St. Germain, the subject matter "WHY EDGAR KEPT MCAFEE FROM RACING AT ARCATA."

In connection with the Arcata race, original plans called for my cars to run at Seafair in Bremerton, Wash., on the week-end of August 11-12. Jack McAfee drove my Porsche, Carroll Shelby drove my 4.9 Ferrari and Masten Gregory drove my 3.5 Ferrari at this meet. I had planned to

SPORTS CAR-TOON ★ By Bill Harmer



THE DUKE WONDERS...

WHY THE rumor that Stirling Moss will compete in local events persists when the last refusal was unequivocal.

Why someone didn't think to offer Phil Hill a ride at Sacramento.

If Hi-school Harry will get some much-needed help from the person who has benefitted most by his racing capers.

What race group tried to get a local photographer to work for free after previously offering him a set fee for working races within a certain radius?

Why a top racing starter (and good ones are sorely needed) is being given the go-by by one of the clubs.

Why a certain letters-to-the-editor writer signed her missive backwards.

Why several projected protests didn't materialize at the Sacramento races?

remain in Northern California throughout the following week and run my Porsche, with Jack McAfee driving, and my 3.5 Ferrari, with Carroll Shelby driving, at the Arcata races on the week-end of August 18-19.

However, my Porsche, with Jack McAfee driving, lost all of its transmission oil at the halfway mark of the main race at Seafair. Jack, nevertheless, finished the race, coming in third overall with a burnt-up gear box. Masten Gregory had the misfortune, during the main race, to miss a gear in shifting the 3.5 Ferrari which tore up the transmission and forced him to retire.

The above mentioned mechanical trouble still did not change my plans to appear at the Arcata races. I brought my cars to Los Angeles for repair and planned to return to Arcata. However, I found I could not repair the 3.5 Ferrari in Los Angeles as I shipped it to New York to be repaired there. These repairs were completed on Friday, August 17, in New York, and I asked Carroll Shelby to drive this 3.5 Ferrari at Montgomery Air Base, in New York on the week-end of August 18-19 because it was utterly impossible to get this car to Arcata, Calif., for this particular week-end.

Jack McAfee inspected the Porsche gear box just as soon as the car arrived in Los Angeles from Bremerton. He found it damaged to the point where everything in it needed replacement. We could not obtain enough parts to make first rate repair in time to get the car to Arcata for the week-end of August 18-19. We therefore ran the car in bad repair at the Paramount Ranch races with the result that the car made a poor showing there.

In your column it is also stated "Jack was set to go up North. Nobody could figure why he stuck around for Paramount Ranch when he could be up North gaining some more valuable points to enhance his lead in the under 1500cc standings." For your information, no points can be had from any SCCA regional race which can in any way apply against National Point Standing.

It will be appreciated by me if you will publish the above true facts to correct the misinformation which Mr. Tom Wilson unfortunately gave in his article in "THE WHEEL," representing San Francisco Region SCCA activities.

John Edgar
Bacino, Calif.

JE: ew

Copy to SCCA, San Francisco Region
SCCA, Westport, Connecticut

A SALUTE TO RUDY

You know I enjoy your paper tremendously, and I don't mind at all criticism, but I mean constructive criticism. I think that the whole black flag affair is about to be shelved. Cal Club officials made ev-

ery effort after the race to settle and clear up the action they took.

I sincerely hope that everything works out to a clearer understanding in our future races.

As to Carlyle Blackwell's letter, he is in general right. What could I say otherwise about a man whose personality I respect and like. My personal error was only in blowing my top after I could not find a pit steward in my pit to explain "like the rules say," why I was black flagged, and when I finally proceeded to the start finish line to hear from some official that I was black flagged for driving too fast. This, however, like mentioned before was later on cleared, and I cooled off.

Rudy W. Cleye
Los Angeles 5

HOW ABOUT KIDS?

I am writing as a representative of a group of enthusiasts who seem to have no place in the sports car world when it comes to actively competing.

We are unfortunate in that we fall in that age group between 16 and 21, have licenses to operate a car, but there is no provision made for us by a sports car club in their racing events. Would it be possible for MOTOCAR to start the ball rolling towards a special event for this age group—possibly a practice period during one of their races?

Drag racing offers a very limited field of activity when your heart is really set on road racing. There's nothing available in the way of a training course for the teen-age group. If we do a little dicing around town, the gendarmes discourage us, naturally.

So, what's to be done with us? How about a sports car racing clinic to start off with, then developing this into actual competition by gradual stages as the instructors see fit. Perhaps the auto importers would help defray the costs, because most of us involved are potential customers—or in some cases are owners already.

Let's hear from others in the same boat, or comments from any authoritative person on this matter.

Ronald L. Steiner (age 16)
No. Hollywood, Calif.

HARK, BROTHER SAMSON

Once again, I am sad to say, your prejudices are showing. More specifically I am referring to your report of both the Santa Barbara Races, Sept. 1-2, and the one of Arcata Races, Aug. 18-19. This time I feel it is my duty to write so that justice may result in the reporting of future races whether they be of the CSCC or the SCCA.

Let us compare the various components that make up races: 1. Cars, 2. Drivers, 3. Competition, 4. General running.

(1.) CARS: Let us compare the "class" of the cars entered:

ARCATA — Brero's CAD-KURTIS PORSCHE SPYDERS OF Weiss, Beagle, Porter Jr.

Graham's ASTON MARTIN.

(Continued on Page 10, Col. 1)



Vignettes

by Gus V. Vignolle

SUBJECT OF PEACE BROUGHT UP AT SACRAMENTO

SACRAMENTO, Sept. 30—Governor Goodwin Knight spoke to me up here. He said, "Why don't you look where you're going?"

That wasn't so bad, though, because nearly everybody, including us, had a great time up here for the SCCA races. It was like Old Home Week, with flocks of Southern Californians on hand.

The spirit everywhere was one of friendliness. The San Francisco Region doesn't seem to throw the harpoon with the reckless abandon that it's flipped down south.

We drove up in one of the little new German Goliaths. The chauffeur was none other than Lester (The Road Tester) Nehamkin, who is the chief tub-thumper for the product. The other passenger was that colorful race starter and a former Northerner who knows everybody and his frere up her, Al Torres.

The three-cylinder Goliath made it from Los Angeles with plenty to spare. Eight hours! Honest! And with a brand new tight engine. Of course, Nehamkin is a fine driver when he isn't talking.

Best thing was getting away from the miserable, insufferable Los Angeles smog. Then another numero uno deal was running into, and meeting, Tom Wilson, editor of the SCCA Wheel. His revelations about the Westport Pharoahs actually make your head swim.

Our general conversation, however, wasn't about the bum phase of this pastime, but about the good, or what could be the good.

WHY CAN'T THERE BE SOME PEACE?

Tom, who in the past has brought out some nifties about the Cal Club and the Westport Pharoahs, wondered why there couldn't be some semblance of peace and a form of working agreement among the Los Angeles and San Francisco Regions of the SCCA and the Cal Club.

He had read in MOTORACING about the Cal Club having announced its dates for 1957. Nobody had been consulted. That, of course, is natural.

Why, Wilson wonders, can't the activities chairmen of the three groups get together and discuss racing dates to avoid the conflicts noted this past year?

Tom's kindly disposition belies the stuff that flows from his typewriter. But he was very sincere in discussing this subject. He is definitely against all this throat-cutting.

He pointed out that many times the Northern boys want to go down for the Southern California races and vice versa. This was clearly noted in the big Los Angeles contingent that came up for the Sacramento races.

TOUGH WHEN CONFLICT IN DATES

"The Northern fellows also want to go down and compete in the L. A. races," he said, "but you cannot do it when the CSCC and the SCCA up here stage events on the same dates."

He repeated that the activities chairmen of all three factions **MUST** get together for the good of the game and the good of the drivers.

How about it?

I had occasion to talk with some other important SCCA people up here. It was regarding Ken Miles, and it made me wince.

To begin with, I believe Miles was wrong in his beef with the L. A. SCCA. But I believe the club was "wronger" in banning him as it did. Furthermore, he was not given a hearing, which is still "wronger." So perhaps Miles is justified in still feeling the way he does.

I heard up here that some of the L.A. SCCAers tried to keep Ken from racing at Sacramento by wiring and pleading that he be banned. But one official, who knows Miles quite well, said the club thought Miles had paid for his sins. "If he was a bad boy, he was punished, kept from SCCA racing for six months or so. And that's plenty. Now, why do they insist on continuing to impose the ban as far as the San Francisco Region racing is concerned?"

While on the Miles subject, this is interesting. Those in the know realize there isn't too much love lost between Sam Weiss and Miles, nor between Weiss and Johnny von Neumann. Yet after the von Neumann Porsche that Miles was to drive went kaput in practice yesterday, where do you think they took it for a full night of heavy work? To Weiss' Porsche!

John had his two factory mechanics. Sammy provided all his facilities and had his mechanics available for whatever help they could render.

SOME SUNSHINE DOES DRIFT THROUGH

Some sunshine does drift through the dark clouds now and then—and it makes life worth living.

Up here they're still talking about Jim Woods' magnificent gesture at the Arcata races. Jim loves to drive. He steered his Jaguar all the way to the redwood country. In the over-1500 mile production race, Jim's Jag was first, qualifying for the main go. When Brero's car blew up, Woods stopped, picked Lou up and drove to the start-finish line, where he turned the car over to the Arcata lumberman.

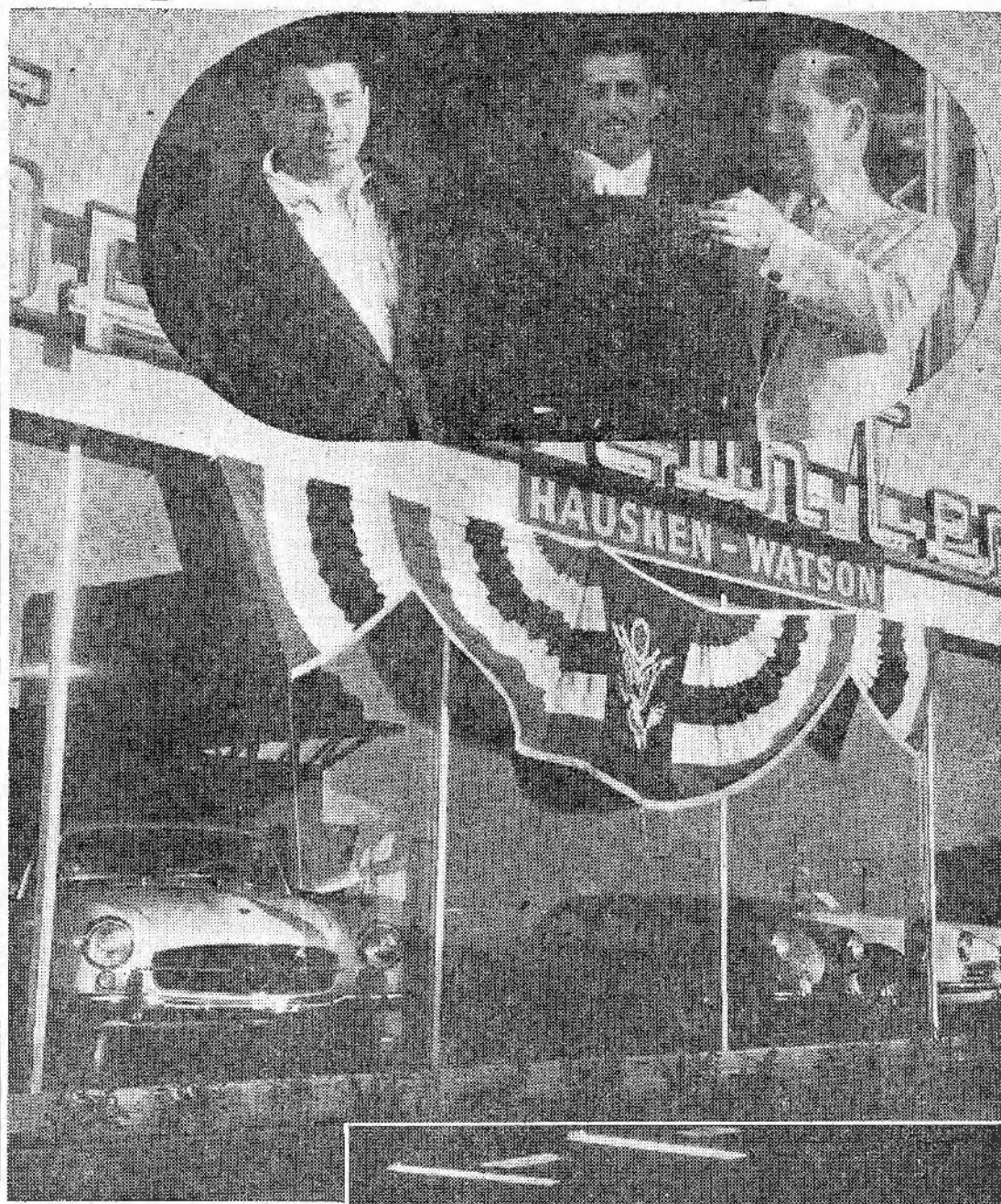
How do you like that one?

Bob Drake had some bum luck here. Lost the oil pressure on the Joe Lubin Aston Martin. They worked on it all night, but today more trouble and Bob had to pull out of the main when it overheated.

But this writer cheered him up, for we were passengers back to L.A. on the same airliner.

It was quiet coming back. I don't know how it was in the Goliath with Lester and Al Torres!

Sport Car Center Opens



—Tromm-Tromm
OPENING last week in Santa Ana was the \$75,000 Hausken-Watson Sport Car Center. Top inset, Maury Powell of MOTORACING, left, draws lucky door prize number as "Mike" Day and Gunnar Watson, right, look on. Part of extensive service facilities are shown in lower photo.

3500 Attend Open House

Preceded by a pre-opening cocktail party, a continuous two-day open house that attracted some 3500 people highlighted the grand opening last week of Southern California's latest sports car emporium—the brand-new Sport Car Center at 2201 South Main St., Santa Ana.

This is the new main branch for Hausken-Watson, which also has an agency in Costa Mesa. Sport Car Center handles Jaguar, MG, Austin-Healey, Austin, Morris, Alfa Romeo, Mercedes-Benz and Renault.

President of the corporation is Gunnar E. Watson, with R. O. "Mike" Day as sales manager, and Joe Thrall as service manager. Thrall is the noted mechanic and car builder who has been associated with foreign cars for 26 years. Also in the service department is Ces Critchlow, the highly-successful Jag driver.

The agency is one of the most impressive to be built in the Southland, drawing raves from veterans in the imported car business. It was built at a cost of nearly \$75,000, with the showroom and service facilities occupying 5300 square feet. There is an additional 10,000 feet of space for parking and used cars.

Climaxing the open house was the award of a \$100 war bond. The lucky winner was Rocky Cox, 432 No. Ave. 66, Los Angeles, whose name was drawn by Maury Powell of MOTORACING.



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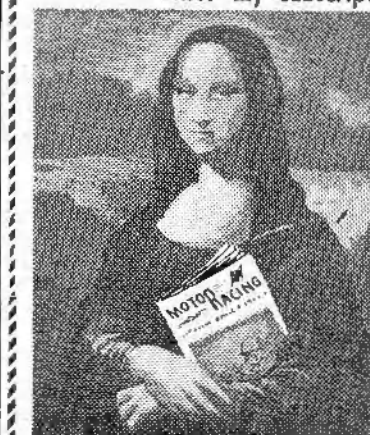
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The Inside

By Flavio St. Germain

KEN MILES 'HELPS' SCCA
PALM SPRINGS RACES NOV. 3-4

IT SEEMED to me strictly unkosher for a USAC stock car race to be billed for the new Paramount course in the Valley the exact day that the big National SCCA whing-ding was coming off at Palm Springs.

In this dodge, though, nothing surprises me. I lope around with a perpetual case of arched eyebrows. But this latest maneuver appeared downright lousy. Not that I have any love for the SCCA, especially the Westport Pharoahs.

But in all fairness (ha!), I recall the L.A. Region of the SCCA going on record with the Nov. 3-4 dates for Palm Springs not long after its last spa races. That was last spring sometime, many months ago.

Then up comes Old Gold Suit, shifting his eyeballs to the left and to the right while laying out a handout that says he's promoting the stocks at Paramount on Nov. 4.

BLOW THEIR STACK

Well, brother, the SCCA really blew its collective stack on that one. And you can't blame 'em. That's going to hurt both the Palm Springs and Paramount gates. Can't do anything else but.

So I started to check to see if, by chance, the California Sports Car Club, which is not known for its Damon & Pythias relationship with the SCCA, was actually the outfit staging the stock car race, rather than Old Gold Suit, eyeballs shifting to the right and to the left.

Nothing to it... it was Old Gold Suit all right.

It was then that I stopped to see the Muffin Man what lives at Drury Lane for a spot of Yerba Buena tea. And there I run into Kenneth Miles, an officer of the Cal Club, better renowned for the posterior bruises, he still nurses as a result of several well-placed

boots from the local SCCA.

Kenneth, you might recall, was heaved on his anky by the SCCA. He can't drive in their races. The racing groups didn't think Kenneth was a gentleman and that he hadn't been materially aiding their cause.

BOOTED HIM OUT

Matter of fact, they thought the Britisher was an outright bum, and in so many words they charged they had been air-conditioned until they looked like a honey comb from Kenneth's harpoons.

Even as the SCCA talked you could detect a case of St. Vitus dance. It was a quivering effect from a harpoon which wouldn't dislodge itself. All the Pharoahs heard the twang at Westport, where they spend their time making out more than \$20,000 worth of checks for staff officers and nearly \$10,000 for traveling and promotion.

I brought up the subject of the SCCA vs. Old Gold Suit and the Nov. 4 date. Kenneth jumped up with celerity, spilling his Yerba Buena. His eyes danced with glee.

"Who could be responsible for such a horrendous deal?" I asked. "Surely the Cal Club wouldn't stoop to such depths."

"I am responsible — totally responsible," he exclaimed deliriously. Then he said something about the SCCA which, I am sorry to say, cannot be printed, because your child, wife, mother or grandmother might get hold of this paper.

Kenneth Miles said the contract the CSCC has with the Paramount track people has a clause with something to the effect that the club has the right to suggest the best suitable dates for the staging of races.

"The track operators asked the club what date was best," he added, "and I am totally re-

sponsible! Furthermore, I am going to be a paying customer at Paramount on Nov. 4!" Und dot is dot.

(We checked this out with Jack Baskin, a Paramount Ranch co-owner. Baskin was emphatic in denying that Miles was the instigator of the date conflict. Baskin said that when protests first reached him from the SCCA, he phoned the CSCC president for advice, and the latter suggested calling Leslie Arthur, an SCCA director.

(Arthur, claims Baskin, said the L.A. Region's feeling was that the 140-mile distance, plus the opinion that sports car and stock car fans had little in common, should not deter granting the Nov. 4 show to Old Gold Suit.

(As to whether a clause existed which placed CSCC in an advisory capacity, Baskin said he wasn't too clear on the matter, but that there was "some sort of a mutual agreement" for their benefit.)

In a handout for the Cal Club's Oct. 20-21 races at Pomona, Al Franken, the press agent, comes up with some dillies.

He says, in part: "What with the other sports car racing circuits around the nation having concluded their season..." blah-blah-blah.

For his edification, the rival SCCA is staging a National—one of the biggest of the year—Nov. 3-4 at Palm Springs. And other sports car circuits around the nation which have NOT concluded their seasons are as follows:

Oct. 20-21, Smartt Field Races, St. Charles, Mo.; Oct. 20-21, Regional Races by Florida Region, SCCA; Oct. 21, Camp MacKall, N. C.; Oct. 21, South Bend, Ind.; Nov. 25, Mansfield, La.

Franken also says the last Pomona races in June "drew the largest crowd in Cal Club annals." I believe that one, too, is COMPLETELY haywire. Maybe Ray Frug can answer it.

I wonder who is feeding Franken all this malarkey, because I honestly don't think he's that umday!



Women's Sports Car Corner

By Gloria Dearborn

GIRLS IMPORTANT PART
IN STAGING OF RACES

SINCE THIS COLUMN started, several people have asked, irritably, "How the heck did women get into this sports car game, anyway? And why don't they mind their own business!" The first question is really a very good one, and our only answer to the latter is, "They do!"

The majority of women actively participating in the staging of today's sports car races—women like members of the Women's Sports Car Club—received their indoctrination by loyally tailing hubby around to showrooms, time trials and races. They tramped the rugged two-mile and more courses, carrying the lunch and listening to the spouse spout on cornering ability, steering geometry and handling qualities. Then, when the old man got into the race or on a pit crew, the gals were left to their own dull devices for the day. Rather than be out entirely, they banded together and jumped in with both feet—racing and doing much of the work necessary to staging a well-run, successful sports car event.

SELF-DEFENSE

In other words, it all started in self-defense, and became an interesting, engrossing and time-consuming hobby.

Today, the volume of work handled by women is hard to realize. For instance: all processing of entries—often over 200 per race—falls to the Women's Sports Car Club. This

means issuing car numbers; pit numbers; entering cars in proper class according to displacement and modifications; preparing lists of entries—said lists being alphabetical, numerical and by each race; distributing lists to over 200 officials and workers; issuing all pit and workers' passes, and assuring that a responsibility waiver is signed for each and every one of the hundreds of passes issued. They handle all clerical work with regard to Technical Inspection, and make all changes, corrections, and scratches to every copy of the various lists by now typed and mimeographed.

All of the above is pre-race work requiring about two weeks' time and much midnight oil.

GIRLS STAY CALM

At the races, Women's Sports Car Club members will be found on every turn recording every spin-out and accident, and at many races, also manning the communications phones and doing the actual reporting-in, plus keeping accurate records of all action on their various turns. These reports have proven invaluable to the race judges in proving decisions and competitors' protests. These girls must be calm and efficient—never hysterical or "shook" even in the face of an accident. The work is fascinating, and a really worthwhile service.

Then you will find the (Continued on Page 5, Col. 4)

LODGE WINS AT LeMANS!

On July 29th, Ron Flockhart and Ninian Sanderson streaked to victory after 24 hours of gruelling driving in the classic Le Mans Grand Prix. Their D-Type Jaguar covered 2521 miles for an average speed of 104.3 MPH and set a new lap record of 115.1 MPH. The car was equipped with Lodge Standard RL-50 Racing Plugs.

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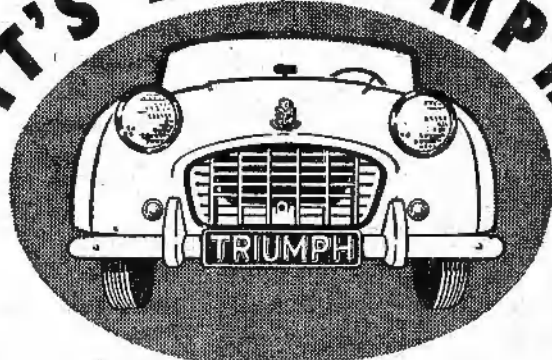
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Checkered Flag

By Art Luring
Los Angeles Times Columnist

Tough For Some Foreign Sedans To Vie With U.S.

SOMETIMES THIS chronicler, when surveying the imported automotive field, is moved to scratch his thinning noggin and sadly sigh: "When are they ever gonna learn!"

The specific reference is made to the attempts by Yurrupean manufacturers to "compete" with Detroit in the family sedan market. The fabricators from across the pond apparently cannot be seen to strike a happy medium price-and/or power-wise.

What the motoring public of these Estados Unidos requires is essentially a car which is economical, can accelerate at a pace more lively than that of the proverbial turtle, provides reliability (which includes parts and dealer-service know-how and attitude) AND which can deliver, plus tax, license AND radio, for far less than 2000 of our 1956-type inflated dollars!

With the exception of certain British and German makes this is what seems to be available: pint-sized, four-wheeled, petrol-sucking "gizmos" that can yield "lebenty-leben" miles to a gallon and barely keep abreast of Jack Benny's 1910 Maxwell.

UNDER TWO GEES

And these cars are being peddled for slightly under two-gees! Of course, at that price, they DO come with a body over the chassis, four wheels, steering apparatus and a power plant.

On the opposite side of the sales-ledger are a number of sedans which can approximate the performance of a 1950 Buick Special and, when all the thises-and-thats are added to the swindle sheet, retail for over \$3000! In some cases \$4500 yet!

An economy car will sell—if it is humbly priced. On the other hand a lad or lass who is willing to spend \$3000 to \$4500 for a hard-top may want economy up to a point—but he and she also will insist on a full measure of performance. And of the latter most of the upper bracket four-and-five passenger import jobs no have got—in comparison with any V-8 Ford, Plymouth, or Chevy—just to mention the so-called "smallsters" of the alleged Big Three! Also—and it is something to consider—very, VERY few of these new imports have the overall reli-

bility and performance of Detroit's "cheapest" of the six-in-line versions of the Big Three herein listed; Furthermore it is possible to buy a family Detroit iron with economy yielding over-drive for less than 25 bills!

DIFFERENT STORY

True sports cars—that's something else again. Nothing, thus far produced in Detroit except, of course, the current Corvette can even remotely approach Jag, Triumph, Austin-Healey, MG, Porsche, Alfa Romeo or the M-B 300SL. But we're not discussing sportsters—we're examining, with a caustic and somewhat jaundiced eye, the inference that the current crop of multi-placed, hard-topped squatsters are not only "economical" but perform "like true sports cars!" Fellas—pull-lease!

RALLIES

October

- *6-7—Douglas SCC Desert Rallye II (Championship), Hollywood Bowl parking lot, 7:30 a.m.
- 13-14—Long Beach MGC Double Day Enduro to Borrego Springs.
- 13-14—Fresno SCC Night Watch Rallye, Palm & Shaw Ave., Fresno, 10 p.m.
- *13-14—Austin-Healey OC 2nd Anniversary Rallye, Sears, Santa Monica, 7:30 p.m.
- 14—San Fernando FCCA Rallye Dobrado Cruzador, Hody's, No. Hollywood, 8 a.m.
- 14—Glendale Jr. Chamber of Commerce and Foothill FCC gymkhana, Librascope Park, Glendale, 9 a.m.
- 27-28—Jaguar Owners Jag Jamboree, Oakland, Calif. Includes banquet in Jack London Square (27th) and Concours and Gymkhana (28th).
- *28—Bendix Rallye.

November

- 1-4—National SCCA Appalachian Rallye, Hershey, Pa.
- *10-11—MGCCA Tour Des Anges III (Championship).
- 21-25—4th Annual Great American Mountain Rallye.
- 24-25—Whittier FCCA II Annual Chili Bean Tour to Borrego Springs.
- 24-25—Convair SCC 3rd Nuts and Bolts Rallye, Mission Valley Country Club, San Diego, 8 p.m.

December

- 2—San Fernando FCCA Gymkhana.

Need a driver or navigator or do you want to drive or navigate? Call Evvie Vogler, Rallye Partner Bureau, Glendale 4-4943.

* Designates event approved by So. Calif. Council of Sports Car Clubs.

DE PORTAGO WINS

MONTHLY, France—Winner of the recent 5400 kilometer (3500-mile) "Tour de France" was Marquis de Portago of Spain, driving a 3-litre Ferrari, officials reported. The five-day grind, which began at Nice, saw Stirling Moss of Britain snare second-place laurels with a 3-litre Mercedes-Benz 300SL.

Cam(p) Followers

By Cal Howard



CALENDAR

October

- 6—CRA race cars, Gardena Stadium, 8:30 p.m.
- 7—NASCAR late model stock cars, 200 laps, Gardena Stadium, 8:30 p.m.
- 13—URA midjet auto Grand Prix, 100 laps, Gardena Stadium, 8:30 p.m.
- 14—Auto Racing Spectacular, San Jose Speedway.
- 20-21—CSCC Road Race, Pomona.
- 20—CRA race cars, Gardena Stadium, 8:30 p.m.
- 27—NASCAR modified stock cars Grand Prix, 100 laps, Gardena Stadium, 8:30 p.m.
- 28—NASCAR late models, Gardena Stadium.
- 28—SCCA (L.A. Region) Concours d'Elegance, Hotel Miramar, Santa Monica.

November

- 3-4—SCCA (L.A. Region) National Sports Car Races, Palm Springs.
- 3—CRA race cars, 100-lap Grand Prix, Gardena Stadium, 8:30 p.m.
- 17-18—CSCC road races, Paramount Ranch, Agoura.
- 25—Desert SCC Hill Climb.
- T—SCCA (L.A. Region) Time trials, Costa Mesa.
- T—Pomona SCC Time Trials, L.A. County Fairgrounds, Pomona.

*T designates Tentative

MIDGET RACES—Every Friday night, San Bernardino; JALOPY RACES—Every Saturday night, San Bernardino; every Sunday afternoon, Gardena; every other Sunday, Maywood; DRAG RACES—Sundays: Colton, Long Beach, Pomona, Santa Ana, San Fernando, San Gabriel Valley;

Call Sports Car Information Center RM. 2-4157 for further info on events listed in this calendar. Out of town inquiries may be sent to Jim Matthews, CBS Radio, 6121 Sunset Blvd., Hollywood 28, Calif.

VARIED BILL SET FOR SAN JOSE

SAN JOSE, Oct. 3—Five different types of racing autos will cavort in what Promoter Bob Barkheimer labels an Auto Racing Spectacular here at San Jose Speedway Sunday night, Oct. 14.

The speedfest features late model autos going 150 laps; hardtops, midgets, big cars and jalopies, each competing for 100 laps. More than \$6,000 in prize money will be at stake. First event starts 2 p.m.

GLORIA DEARBORN

(Continued from Page 4)

Women's Sports Car Club members doing the very important work of scoring. In this job, each car is checked before the race starts to assure that the driver's name is correctly noted. Then, each time each car passes the start-finish line, it is recorded and at the end of each race, the officials are given an accurate list of over-all finishing positions and class break-downs. The Women's Club scoring team has its system down to such a science, that usually before the next race is started, printed results are distributed to officials and press representatives. From the recordings of this team are made the trophy presentations. To date, and using the present scoring system, there has never been a time when the Women's Club scoring team could not prove their results when challenged.

CHEER FOR GLADIS

And how about the workers' lunches? If you men have ever worked out on a dusty, hot turn, waving a flag all day, you know how welcome that box lunch can be with its ham sandwich, bottle of milk AND orange juice, salad, Fritos, hard-boiled egg, pie, and candy. These 250 to 300 lunches each race day are prepared by Gladis Bennett and her crew of about seven girls. Just once, you should see the neat and efficient production line that prepares, wraps, assembles, boxes and distributes the goodies. It's really a sight to behold the cases, bundles, crates and packages of food that disappear into neat, white boxes in about three hours time.

It is impossible to say which of the many jobs the women handle is the most important. All are vital services necessary to a successful event. So, you see, we gals can be useful, as well as decorative in this Sports Car World.

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European Scene

By W. Robert Nitske
NEW HOOK-UP MAY LOWER
PRICE OF GERMAN AUTO

OF MORE than cursory interest to the automobile public is the development which has been talked about for some time in the automotive industry. But no official word about the rumors had been released until recently.

Now, the Curtis Wright Corp. announced that it had reached an agreement to guide the faltering Studebaker-Packard Corp. for the next three years.

In 1944 the Curtis Wright Corp. produced \$1.7 billion worth of planes and components, especially engines and propellers.

In 1955 Studebaker-Packard had a net operating loss of \$29.7 million on \$480 million in sales. In 1954 the company lost \$26 million. The loss for the first quarter of this year was a staggering \$14 million. And the percentage share of the United States passenger automobile market slipped from 2.54 per cent in 1955 to 1.76 per cent so far this year.

TIME FOR ACTION

Obviously, something spectacular had to be done to keep the Studebaker-Packard Corporation from passing from the American scene as so many other illustrious automobile manufacturers had done over the years. The earlier amalgamation maneuver of Packard and Studebaker was not a drastic enough move. The Curtis Wright deal might insure the perpetuation of the Studebaker and Packard names.

Of particular interest, however, is the agreement which has reportedly been made between the Curtis Wright Corp. and the Daimler-Benz Aktiengesellschaft of Stuttgart, Germany. It concerns itself mainly with diesel and gasoline engines, and will make it possible

for the American manufacturer to obtain the benefits of important German engineering advancements in the production of the aviation, automotive, industrial and marine engines.

TOP MANUFACTURER

Daimler-Benz has produced aviation engines and diesel engines ever since the infancy of these developments and the company is, of course, the foremost manufacturer in this field on the continent.

The Daimler-Benz Co. sold over \$360 million worth of automobiles, trucks, and engines in 1955. 43.5 per cent of the production was exported into 126 foreign countries. Sales in automobiles increased some 30 per cent over the previous year. The company has spent this year approximately \$35 million for increased production facilities and automation in its Untertuerkheim plant; a similar amount was expended last year.

No manufacture of Mercedes-Benz cars by the Studebaker-Packard factory is contemplated. Assembly plants for Mercedes-Benz cars are located in several countries, such as India, Argentina, Belgium, Ireland, and the Philippines.

While no sales agreement had apparently been negotiated, the 3,950 Studebaker-Packard dealers in the United States might conceivably service Mercedes-Benz automobiles; eventually these same dealers might distribute the cars in this country.

Such a move would bring the prices of the excellent Mercedes-Benz automobiles down to a more competitive level and would undoubtedly result in a much wider distribution than these automobiles enjoy at the present time.

DRAG RESULTS

San Gabriel—Sept. 23
Stocks—A. A. F. Buchan, '55 Buick, 86.71; B. Ron Eckhoff, '55 Olds., 83.79; C. Mary Stewart, '53 Olds., 77.92; D. Robert Huth, '49 Olds., 72.98; E. Bruce Morgan, '56 Chev., 91.02.
Gas Coupes & Sedans—A. "Hi-Winders," Olds., 103.28; B. John Warren, Cad., 97; C. Spaulding Cams, Chev. V8, 98; D. Jim Bishop, Chev. V8, 90.
Altered Coupes & Sedans—A. "Short Blocks," Ford, 90.27; B. Adrian La Vars, Merc., 89.14; C. Walt & Bob Airth, Merc., 87.63.
Roadsters—A. Durfee Auto Parts, Olds., 115; B. Boyd Pennington, Chry., 110.24.
Open Gas—A. Owen Bowling, Bl. Plym., 114.98; B. "Short Blocks," Buick, 109.09.
Fuel Coupes & Sedans—A. Paul Bros, Merc., 113.
Competition coupe & sedans—B. Automotive Specialties, Merc., 115.
Four Barrel—X. Charter Oak Four Barrel Society, Ford.
Hot Roadsters—A. Sparks & Nancy, Bl. Merc., 125.29; B. G. P. Muffler, Merc.
Modified Roadsters—B. Denny Carisosa, Merc., 102.
Sports Cars—B. Bob's Muffler Shop, Corvette, 88.19; C. Leo Hutter, Porsche, 70.
Cycle Gas—A. Barry Wetmore, Tri 75; B. Jay Stites, Tri 93; C. Dudel & Johnson, Tri, 114.50; S. James Craig, Vin, 87; D. Russell Molt, H.D. 78.
Cycles Fuel—Ron Baker, Tri, 97; C. Tex Polfus, H.D., 115.23.
Top eliminator—Owen Bowling, Bl. Plym., 117.49; Top time—Mickey Thompson, Chrys., 132.93; Top elapsed time—G. P. Muffler, Merc., 10.54.
* Denotes new track record.

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—Lester Nehamkin

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GLENDALE JAYCEES AID IN GYMKHANA

The Glendale Junior Chamber of Commerce, in cooperation with the Foothill Foreign Car Club, announces a gymkhana for Sunday, Oct. 14.

Site is the Librascope parking lot, 808 Western Avenue, Glendale.

Classes include: under and over 100 in. wheelbase, closed sedans, specials and women. Entry fee is \$2 and post entries will be accepted. Inquiries may be addressed to the junior chamber at 110 W. Lexington, or phone Citrus 1-3777.

EGGHEADS? NO!
I'm a little weary of these northern eggheads knocking your southern tribe at every opportunity. You are whipping them into a frenzy and maybe they will kill each other off.
Paul Samacora
Berkeley, Calif.

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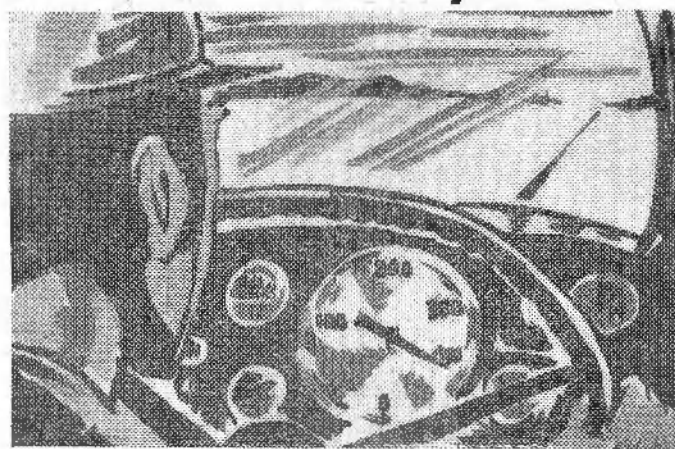
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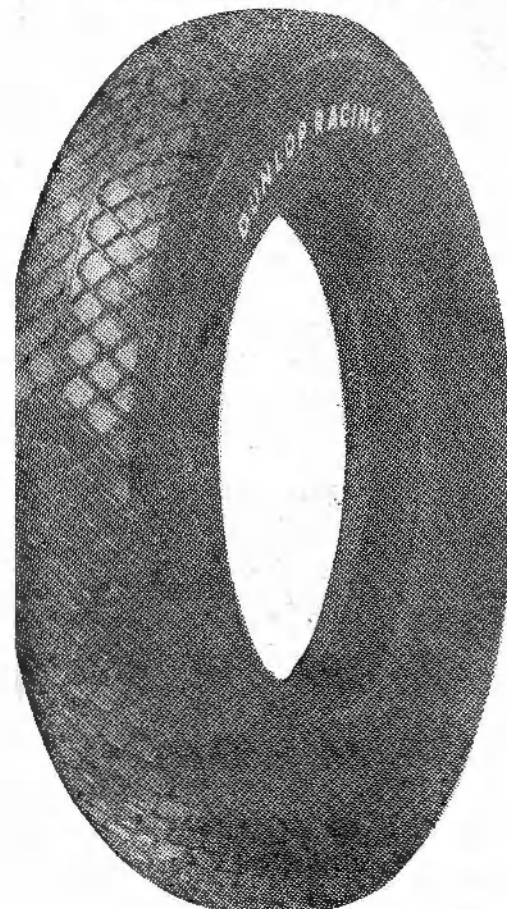
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Rallye Roundup

By Buzz De Bardas

WHAT TO DO WHEN YOU ARE LOST ON A RALLYE

YOU ARE on your third Rallye. You have asked a million and one questions, bought two stop watches and a computer, worked and slaved with your silly navigator, hit the first two check points with a total of two seconds error and should win this darn Rallye—and now you are lost. What do you do? Well, there are about 72 answers and most of them are wrong.

First of all, you might not be lost at all. True, you haven't seen another sports car in the last 20 minutes and with it being around midnight you should see some lights or something, but there you are all alone. Consider this—cars are checked out, one a minute, from a check point, and if the speeds are high, around 50 miles an hour or better, the car behind you could be all of

a mile back, and the one in front of you could also be a mile ahead.

TWO ALTERNATIVES

In this case there are two things you can do. One is to stop and wait for a full minute, and if there is a car behind you, he should pass within the minute. Waiting will cause you to be a minute late, or if you are driving a bomb, drive like mad and catch the car you hope is in front of you.

If he isn't there, you are even later than you were and farther down the wrong road. I prefer to sit for the minute. This minute can be spent in several ways: 1. Study the instructions to determine where you made a wrong turn, 2. Try and locate your position on a map. 3. Pray.

VANISHING ROADS

Now there are other conditions where there is no question that you are lost, such as: 1. The road vanished, 2. Going like a bomb on the bottom level of the freeway and three levels up you see more sports cars with numbers just like yours going the other way, 3. You stop and ask some little kids if the cars passed that way. If they look blank,

then you know that you are lost. Little kids are a big help on a Rallye. After a few cars pass by, they get all excited and yell and scream. After the first 50 cars go through, the kids start throwing rocks and you then know that you are on the right road. But these kids are blank, so you know that you are lost.

REALLY LOST

Seems silly for me to write an article on how not to get lost when I still hold the record at the Santa Monica FCCA for being the most and longest lost. The young wife and I were in Palmdale. Instructions said turn toward L. A. on Angeles Crest Hwy. We drove to Victorville—short cut back through Mt. Baldy, back to Palmdale and right back to San Bernardino, Calif., arriving at the Rose Bowl five and one-half hours late. This, though, is the way to win a red lantern for dead last.

Next issue—still more on being lost.

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Sacramento Charts

SUNDAY, SEPT. 30

San Francisco Region, Sports Car Club of America
 Semi-Official Results

RACE NO. 1—Prod. MGs to 1500cc. (Combined with Race 1-A.)
 Laps, 20. Miles, 40.

Pos.	Car No.	Driver	Make of Car	Class	Position
1	40	Jack Dalton	MG-A	1	2
2	32	Robert Potter	MG-A	2	3
3	177	John Stevenson	MG-TF	3	4
4	52	Fraser Sibbald	MG-A	4	5
5	22	Morrow Decker	MG-TD	5	6
6	67	John Free	MG-A	6	7
7	33	Gordon Wilson	MG-TD	7	8
8	15	Fred Biven	MG-TD	8	9
9	141	Robert Burns	MG-TC	9	10
10	49	Morton Gray	MG-TD	10	11
11	137	Charlotte Duncan	MG-TF	11	12
12	97	Duane Rice	DKW	12	13

RACE NO. 1-A—Prod. roadsters to 1500cc. Time, 37:52. Laps, 20.
 Avg. 63.4 mph. Miles, 40.

Pos.	Car No.	Driver	Make of Car	Class	Position
1	20	Don Dickey	Porsche Carrera	1	2
2	30	Milt Davis	Porsche Spd.	2	3
3	77	Ted Conrad	Porsche Spd.	3	4
4	6	John Fox	Alfa Romeo Giul.	4	5
5	104	Norm Soutar	Porsche Super	5	6
6	85	Jack Tanner	Alfa Romeo Giul.	6	7
7	173	Jack Schneek	Porsche Spd.	7	8
8	170	Ed Vincent	Porsche Spd.	8	9
9	153	Leon Becker	Alfa Romeo Giul.	9	10
10	199	Bob Gillespie	Alfa Romeo Giul.	10	11

RACE NO. 2—Prod. over 1500cc. Time, 37:18.3. Laps, 20. Avg.
 64.5 mph. Miles, 40.

Pos.	Car No.	Driver	Make of Car	Class	Position
1	59	Bob Oker	AC Ace Bristol	1	2
2	68	Jim Woods	Jaguar	2	3
3	144	George Snively	Austin Healey	3	4
4	43	John Barneson	Porsche Super	4	5
5	102	Jack Woodard	Porsche Super	5	6
6	5	Eric de Reynter	Porsche Super	6	7
7	160	Austin Davis	Lancia	7	8
8	70	Fred Block	Jaguar	8	9
9	133	Dick Newhall	Austin Healey	9	10
10	48	G. Scott Baxter	Arnold Bristol	10	11
11	253	Ruth Levy	Porsche Super	11	12
12	19	Daniel Hernandez	Jaguar	12	13
13	34	Cloyd Gray	Jaguar	13	14
14	65	Ed Page	Austin Healey	14	15
15	87	William Love	Jaguar	15	16

RACE NO. 3—Modified under 1500cc. Time, 1:00:4.2. Laps, 35.
 Avg. 70 mph. Miles, 70.

Pos.	Car No.	Driver	Make of Car	Class	Position
1	124	Pete Lovely	Porsche Cooper	1	2
2	55	Sam Weiss	Porsche 550	2	3
3	50	Ken Miles	Porsche 550	3	4
4	00	John McLaughlin	OSCA	4	5
5	116	Lance Reventlow	Cooper	5	6
6	12	Eldon Beagle	Porsche 550	6	7
7	76	Ralph Ormsbee	Cooper	7	8
8	117	Chick Leson	Alfa Romeo Veloce	8	9
9	37	Stan Peterson	MG Simca Spl. s/c	9	10
10	57	Harry Eyerly	Crosley Spl.	10	11
11	71	Carl Block	Porsche 550	11	12
12	58	Edward Parker	Renault	12	13
13	22	Morrow Decker	MG-TD	13	14
14	35	John Young	Young Spl.	14	15
15	93	Ed Ingalls	Crosley Spl.	15	16
16	49	Lendal Gray	MG-TD	16	17
17	17	James Orr	Devin Panhard	17	18
18	137	John Healy	MG-TF	18	19
19	47	Calvin Paige	Devin-Panhard	19	20
20	56	Joseph Graves	J. G. Spl.	20	21
21	46	Elv Lehr	MG Spl.	21	22

RACE NO. 4—Modified over 1500cc. Time, 58:8.9. Laps, 35. Avg.
 72.4 mph. Miles, 70.

Pos.	Car No.	Driver	Make of Car	Class	Position
1	16	Bill Murphy	Buick Kurtis	1	2
2	211	Richie Ginther	Ferrari Monza	2	3
3	56	Sam Weiss	Porsche 550	3	4
4	124	Pete Lovely	Porsche Cooper	4	5
5	4	Jack Graham	Ashton Martin DBSS	5	6
6	50	Ken Miles	Porsche 550	6	7
7	59	Bob Oker	AC Ace Bristol	7	8
8	42	Mick Marston	Austin Healey Spl.	8	9
9	111	Bob Cole	Triumph TR3	9	10
10	39	Marion Lowe	Frazer Nash	10	11
11	38	James Lowe	Frazer Nash	11	12
12	68	Jim Woods	Jaguar	12	13
13	70	Fred Block	Jaguar	13	14
14	189	Jerry McGee	Corvette	14	15
15	160	Austin Davis	Lancia	15	16
16	87	William Love	Jaguar	16	17
17	29	Al Laws	Jaguar	17	18
18	62	John Emerson	Austin Healey s/c	18	19

Did not finish—11, John von Neumann, Ferrari Testa Rosa, lost exhaust system; 44, John Barneson, Hagemann (Chrysler) Spl., engine boiled and blew hose; 73, Masten Gregory, Ferrari Testa Rosa, gear box trouble; 108, Lou Bravo, Cad Kurtis, overheating; 101, Bill McDonald, Chev. Healey, black-flagged, all four wheels off course—disqualified (first in C) for twice disregarding black flag; 99, R. G. Gillespie, Maserati; 45, Tom Brandes, Austin Healey 100S.

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• Up the Straights

By Jim Mourning

CLUBS SHOULD END THE PRO MESS AS IT EXISTS TODAY

BATTEN DOWN the hatches and bolt in the uppers! We're about to get off some remarks that the non-objective segments of the dicing species, who've persistently accused us of being pro pro, aren't going to believe we made until they've been read to them at least twice.

But we think it's time the clubs abandoned the supine position and did something to end the mess brought on by professional racing as it exists today.

It's not that we've become reconciled to the pox-on-international-dicing philosophy of said clubs, nor that we've changed our minds about the inevitability of big-time, professional road racing. But if things keep up, the sport as we know it is likely to be laid boney toes up amidst much slow marching and loud singing.

GOOD INTENTIONS

During recent months, we've inserted our prominent proboscis into go-for-dough. We find that the laddies who charged out filled with good intentions and abundant enthusiasm have loused things up through human errors, poor planning and mismanagement. And a few high-binders on the prowl strictly for the buck haven't helped a cotton picking bit.

To begin with, the prestige of road racing is suffering from the unsavory accusations being swapped twixt the hungry dicers. Black trim may be sexy as the devil on scanties, but we think road racing's reputation can get along without it.

And nearly every pro driver encountered—barring officials—beat his chest and wailed to the heavens about not getting a fair shake. Many, including Pearce Woods, want back in.

It is generally admitted that road racing has reached the financial altitude where crowd sizes, which have been diminishing of late, are an important factor. And this business of bounding about tiny oval tracks gives large clumps of the loot-in-hand brigade assorted wrong impressions. Those who get their glees are going to bitch if they trot out to an honest-to-Fangio affair. If it inspires prodigious ho-hums, they aren't likely to bother checking further.

ALL-TIME LOW

Part of the reason for the attendance slump may be the bitter truism that big bore dicing is at an all-time low. Not that we have any beef with the laddies now toting home the pottery. As drivers, we consider them among the real sportsmen. But a year ago, the best they could hope for was that they wouldn't get run over by the winners. They just do not rate with Hill, Shelby, Gregory, McAfee & Co.

If we're wrong (Yes, we buy our pencils with erasers on them), then it's unfair to make the former compete in events that don't offer them a chance to beat the highly touted.

These bucks can't compete without cars, however. Most of the scuderia owners who are eligible for amateur jousting are SCCA boosters and/or residents of the east, while a majority of local events are run by the CSCC. So West Coast enthusiasts aren't likely to see too much top competition.

There are cars, of course, but drivers can't touch the better ones for fear of contam-

ination or some such. So the hot lads can't dice amateur, won't go pro and the spectators, eager for some high caliber conflicting, get the short end of the lollipop stick.

Actually, the basis of this whole hanky-panky is the rather asinine definition of professionalism.

WOODS AN ASSET

We think the solution rests in un-bouncing some of the slightly soiled competitors. There are several lesser lads who would enhance amateur events. Woods would be nothing but an asset and the presence of the Tony Parravano stable is to be devoutly desired.

We know, of course, that Tony has been physiologically specific about what the clubs can do with their events. But he might be conned into recasting his lot with the amateurs.

Recently, it was reported that the idea of bonding ejected drivers against future professional competition was bandied about and rejected be-

cause of inequality. This was a just decision.

But why not put them on probation, parole or whatever you want to label it.

NEW PRO COURSE?

There are two other possibilities for a solution. It's mangled hither and yon that Tony is building a pro circuit of his own. This could give professional racing the boost needed to get it on a proper kick. Secondly, the local cash clan has voted in a new board and has an event slated for Willow. They may be able to pull themselves up by their own G-strings.

If these fall fantail up, the clubs should step in for the good of the sport, even if they've somehow managed to convince themselves that amateur events aren't suffering.

And then, too, said clubs might do what they should have done all along and sponsor professional events themselves. What's that? Yes, I do believe I will have another sniff of those exhaust fumes.

DATE CHANGED FOR KHJ CYCLE PROGRAM

"Motorcycle Sports News" will be broadcast over KHJ radio every Wednesday evening, 8 to 8:15 p.m. instead of on Monday evenings.

The program keeps motorcycle enthusiasts abreast of the latest news of their favorite sport. The program is conducted by Gil Stratton and Don Brown.

U. S. Pilots May Race at Monza

MONZA, Italy, Oct. 3—Monza Speedway officials recently hosted Duane Carter, Director of Competition for the United States Auto Club (USAC), with the outlook bright that the Automobile Club of Milan will stage a 500-mile international event here some time next year.

Tentative plans call for an interchange of drivers. A purse of \$75,000 has been mentioned. Under the plan, autos of Indianapolis specifications are to be shipped here, with the promoters picking up the tab for transportation and expenses of the driver, owner and mechanic for each auto.

The race on the 2½-mile track would be run counter-clockwise instead of the usual European clockwise style. Juan Manuel Fangio, recently crowned World's Champion, holds the Monza track mark at 162mph.

2 MORE RACES FOR CHAMP JIMMY BRYAN

Cigar-smoking Jimmy Bryan of Phoenix, Ariz., who has won the 1956 USAC National Championship title by virtue of amassing 1560 points to date, will make two appearances as the major league circuit schedule terminates in the West.

Winner of the 1954 AAA crown and runner-up to the late Bob Sweikert last year, Bryan overcame a slow early season start by taking the 100-mile contests at Indianapolis Fairgrounds and DuQuoin, Ill., to forge ahead of the injured Pat Flaherty, 500-mile Indianapolis Speedway victor.

Bryan guns the Dean Van Lines Special Sunday, Oct. 21, at the state fairgrounds in Sacramento, and Monday, Nov. 12, at the state fairgrounds in Phoenix. Both are mile dirt tracks. The Phoenix 100-miler is the season's finale.

The burly Bryan has won the Sacramento annual event the last three outings as well as the last two in Phoenix.

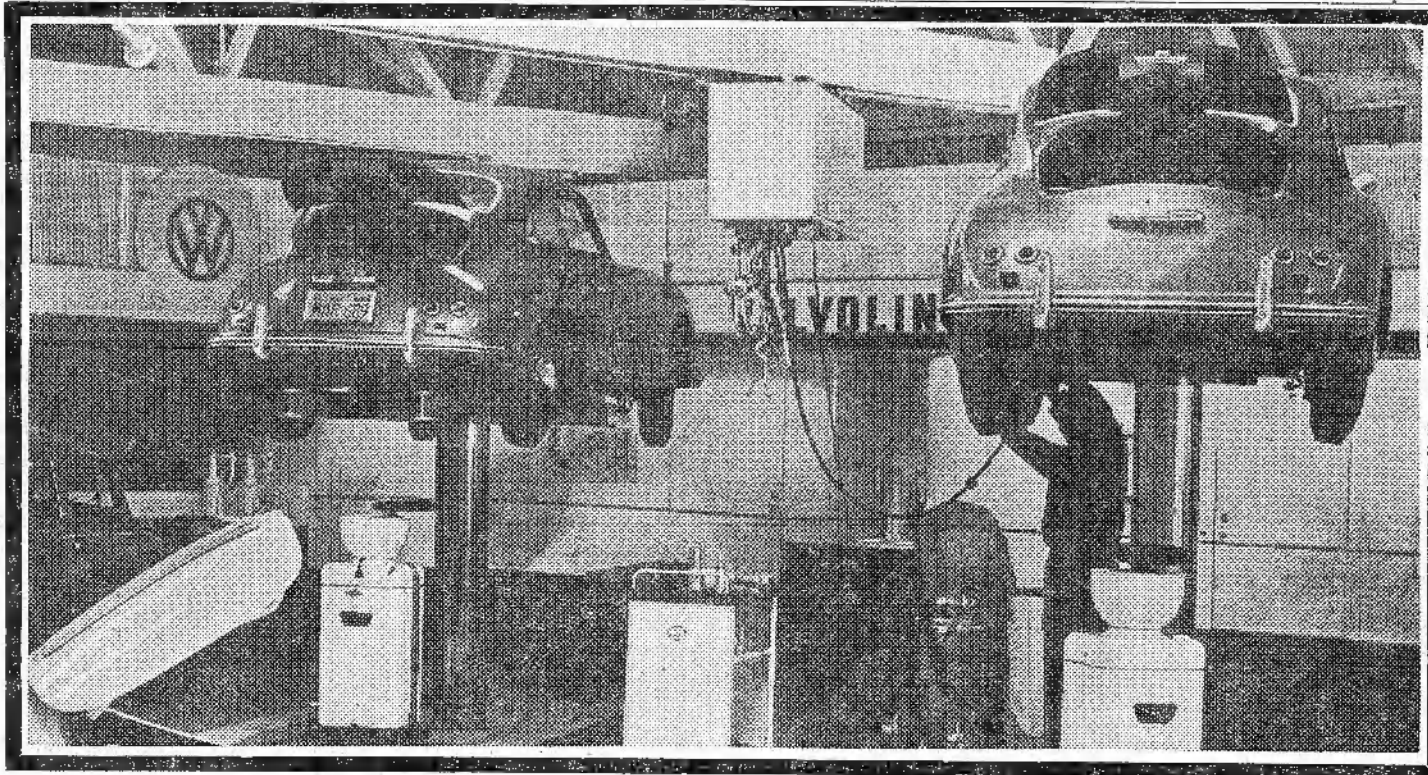
Here are the top ten in USAC point standings:

1. Jimmy Bryan	1560
2. Pat Flaherty	1500
3. Don Freeland	1120
4. Rodger Ward	862
5. Johnny Boyd	850
6. George Amick	850
7. Jimmy Reece	820
8. Sam Hanks	800
9. Bob Veith	733
10. Johnny Thomson	710

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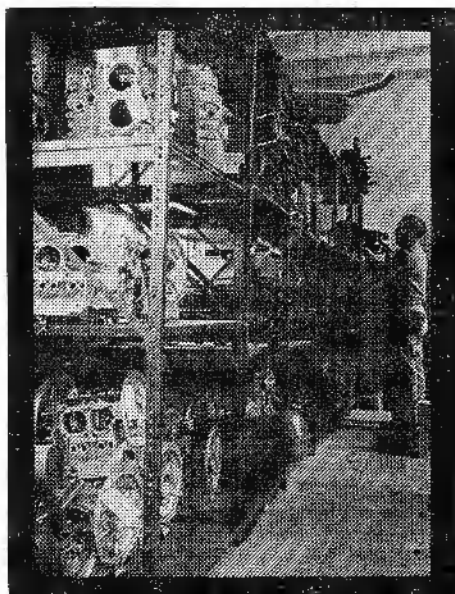
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PistoNotes

By Jules Delancey

Rumor has it that Juan Manuel Fangio of the Argentine, four-time World's Champion, will drive one of Tony Parra-vano's 4.9 Ferraris at the big Nassau races, Dec. 3-9. "Willie" Sutton is now working on the body for this job... It is hoped arrangements will be completed so Indianapolis drivers compete at Monza, Italy, and vice versa.

With the heightening interest in elegance, it may be of interest to the brotherhood that Kizer's Garage on So. Crenshaw has a \$150 special deal wherein they give your iron a complete lacquer paint job, prepare it thoroughly and take care of the minutest details. The Kizer spray-gun Rembrandts know exactly what the judges look for. All you do is dust the car—and it's ready for the concours.

Carl Motzer and Dave Davis have the right idea — helping the little guy in road racing. For the SCCA Palm Springs races Nov. 3-4, they're putting up trophies for the first three Class G under 1300cc MGs, regardless of who finishes in front of them. This is in addition to the regular club trophies. Lindley Bothwell, SCCA vice-prexy, is 100 per cent in favor and offered to foot the bill himself, but Motzer and Davis picked up the tab.

Chosen from the recently-elected Board of Directors, new officers of Road Racing Register, professional racing group, are Bob Kudler, president; Whitey Thuesen, vice-president, and Arnold Krause, secretary-treasurer... More and more competition successes for cars and motorcycles using Lodge spark plugs, as witness: John Allen, Fort Worth, who drove a 40 cu. in. unsupercharged Triumph cycle to a new world speed record of 214.17mph at Bonneville. His specially streamlined machine, smashed the mark at 211mph set by a supercharged German motorcycle a few weeks ago, and captured all class records for engines up to and including 61 cu. in.

Also using Lodge plugs was Troy Ruttman in winning a 200-lap USAC stock car race (Ford) at San Bernardino, setting a new qualifying record at Saugus, winning a 100-lapper at Hammond, Ind., and scoring with a Ford again at Detroit.

They say Ferrari is not sending Juan Manuel Fangio to race at Caracas, Venezuela, next

month... Temple Buell says chances are Masten Gregory will race the Ferrari Testa Rosa at Caracas... Johnnie Bush of Burlingame is the latest MOTO-RACING rooster up north...

Press and other guests turned out for a cocktail party at the L.A. Press Club last Thursday to honor Santa Monica's Phil Hill, recently returned from the European Grand Prix circuit. Event was put on by MOTO-RACING and The Tigers (no-body pushes a Tiger around), aided by a few promotional-minded sponsors.

Harvey Mayer, back as a mechanic at Costa Mesa, is happy as a lark over a small ad he placed in MOTORACING. He found a buyer for his Devin Panhard—a fellow in Green Bay, Wisc. Bob Salisbury has bought Jay Chamberlain's Lotus, and Mayer is going to maintain it and drive it for Salisbury... Lou Brero, Jr., smashed the Corvette partly through a building during practice at Sacramento. He is due to get set-down by the SCCA. Good move. The kid has been driving 'way over his head. Papa Lou also thinks it was a good thing. "He must learn when he's young because that's the best time," observed Lou Sr. The boy escaped unscathed. Lucky.

Death in the family kept Chief Announcer Pete Abenheim from the Sacramento races. Ross Stone, who sells Triumphs like mad in San Carlos, took over and did a tremendous job, along with Larry Albedi and the rest of the crew up there... Ross takes ALL his family to the races, including the babe-in-arms... Thanks to the SF Region of the SCCA for the nice plugs... Josh and Betty Hogue and H. K. Wong & Co., another top job, presswise... Look for scores to check in with Herb and Florine Stovall at the Monaco Motel when everybody heads for the SCCA Palm Springs races Nov. 3-4. They own and manage the nice spot, swimming pool and all. Florine formerly was prexy of the Women's Sports Car Club.

THE NEW SIMCA V-8 A TRUE JOY TO DRIVE

Styling Tops—Economy, Too!

By Gus V. Vignalle

As we say along the Champs Elysees, it's a chef-d'oeuvre, or masterpiece.

And the reference here is made to the new Simca V-8.

This piece doesn't purport to go into comprehensive road test technical abacacabra which the average guy, who is interested in a car, wouldn't understand anyway.

This is just a simple little story about France's only V-8—a humdinger of a car we had occasion to drive up to the Santa Barbara road races a fortnight or so ago.

The only bad thing about it is that we had to return the vehicle. If there had been a

SIMCA V-8 FACTS

ENGINE TYPE: V-8 L-head
DISPLACEMENT: 143 cubic inches
COMPRESSION RATIO: 8-to-1
HORSEPOWER: 85 @ 4400 rpm
DIMENSIONS: Length 177 inches, with 68, height 58, front tread 54, rear tread 53, wheelbase, 106
CURB WEIGHT: 2596 lbs.
TRANSMISSION: Conventional three-speed synchromesh
ACCELERATION: 0-30 mph 5.1 sec., 0-60 mph 11.4, 0-60 mph 18
TOP SPEED: 90 mph
GAS MILEAGE: 25.4 mpg @ 30 mph, 29.1 mpg @ 45, 19.2 mpg @ 60 mph
BASIC PRICE: \$2495 at port of entry

way to sleeve it from Within Wolf, Simca importers and distributors west of the Mississippi, we would have done so.

The bloke who trumpets the "Detroit elephants" croaks, "If it's comfort and luxurious driving you want, get a big American car." And the sports car aficionado cries, "If it's maneuverability, economy and driving fun you want, get a little imported car."

Well, the Simca V-8 is a combination of both, so how can you go wrong?

Since Simca took over the Ford interests in France, the engine is a direct descendant of the sturdy V-8 60 flathead. Modifications boost the output to 85 hp.

It has all the zing you need for sane driving. Top speed is



—Bob Plunkett

NICE LINES—Yes, that goes both ways. Making clear her points—Simca and V-8—Jan Harrison, the L.A. Ad Club's Girl-in-the-Gray-Flannel-Bathing-Suit, poses in front of new French car.

90 mph, and acceleration is 0-60mph in 18 seconds.

You get 29.1 miles to the gallon at 45mph, 19.2 at 60mph.

The Versailles four-door sedan is sharply and impressively styled, roomy and attracts considerable attention wherever you go. Its 58-inch height calls for a second look.

In addition to the economy, you notice the sports car effect as soon as you start steering. It's tighter. The cornering for a four-door sedan will absolutely amaze you. It did us, especially after giving it a whirl around the Paramount Ranch road race course. You say to yourself (if you are in the habit of talking to your-

self), "Egad, how this honey corners!"

The three-speed forward transmission is exactly U.S.

WARNING LIGHTS

Thought has gone into the dashboard instruments, for there is a warning light with every indicator—oil pressure, generator, hand brake, heater, fuel tank and wipers. You don't worry about anything. And turn signals, too.

To top it all, the Versailles Simca V-8 is a bargain because you get the advantages of two cars—the fun of a sports car and the comfort and size of a family sedan.

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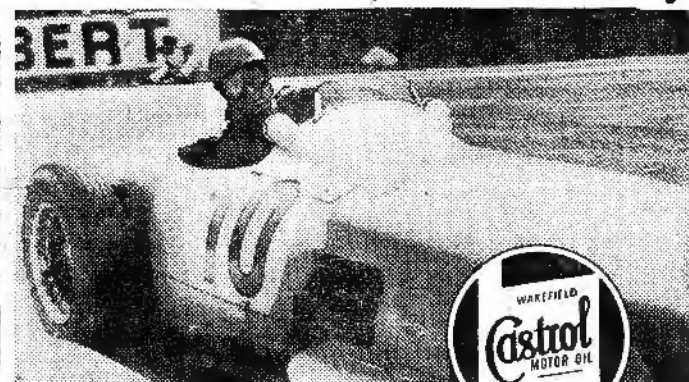


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More Letters to The Editor

(Continued from Page 2)

Woods' prod. JAGUAR, Albedi's CORVETTE (No. 3001's).
Coopers of Santa & Fox.
SANTA BARBARA—Murphy's BUICK KURTIS (equal), PORSCHE SPYDERS of Miles, Ginther, Kunstle, Porter, McHenry. (S.B. has the edge here.)
D' JAGUARS of Krause and Douglas. (S.B. has edge again.)
3001's of Cleye & Bates, and AC BRISTOL of Oker.
OSCA of McLaughlin and POTUS of Eschrich.

This covers the main cars of both races, the other cars comparatively equal, and this factual account gives the edge on "name" cars to Santa Barbara.

(2.) DRIVERS: It must be remembered that cars alone do not make a race.

ARCATA—Brero, Weiss, Beagle, etc.

SANTA BARBARA—Murphy, Kunstle, Ginther, Porter, Albedi, Wood, Banta, Fox.

Ginther, Porter, Cleye, McHenry, Oker, Krause, Von Neumann, Critchlow, Eschrich, Balchowsky, and Woodward.

This only lists the standout drivers of both races. The other drivers are comparatively equal among the other entries.

(3.) COMPETITION: Every race I have attended has competition, if not in them for first in the class races. From your account of Arcata, competition for 1st was not running over. Weiss did not win by out-driving Brero, but because Brero withdrew. In the under 1500 main Weiss, because of far superior driving to anyone else, walked away with the race. Still I am sure that there was some class competition, for as I said every race has to have some hard-fought battles. And I have seen enough races to say so, I have only missed about six races in the last three years of California road racing. I saw Santa Barbara myself, in person, and there was competition, not for first place, but in the classes there were hard-fought struggles. (c.g.) Oker and Lowe for class B; Johnson Porsche and Robinson MG "A" for under 1500 prod.; and the Woodward Jaguar-Kunstle Spyder duel for 3rd overall in the main event. In this respect we must consider the competition equal.

(4.) GENERAL RUNNING: Having attended many races of both the Los Angeles and San Francisco SCCA, I know for a fact they can not run races unless they kill 30 minutes between each race. And I have heard many people say, "Let's leave the place," because of long delays rather than lack of competition. Santa Barbara again was a masterpiece of running, 10-15 minutes between races. That is something the SCCA should strive for. (Does the SCCA know what a preliminary grid is?) Being generous, I will call the races equal in this respect.

To sum up my case, I have shown that by benefit of the doubt, the Arcata Races were as good as the Santa Barbara races. (And there remains a doubt that they were.) But considering them equal, how then can your paper say that Santa Barbara was "lusterless and drab," and that Arcata was just swell when both races are for the most part equal in all respects?

Both missed the big names, and famous cars. Arcata more so if any, than S.B. In closing, let me say that you should check to see if your prejudice is showing at the next CSCC race you report.

John H. Samson
Montebello, Calif.

(What Brother Samson conveniently forgets to mention is that **MOTORACING** carried the big cover photo on Santa Barbara, plus three 3-column photos on Page 1, as compared to a little shot of Weiss at Arcata. Brother Samson also should learn something about news reporting. In the broad, overall sense and from a news standpoint, Weiss winning BOTH the under- and over-1500 top races in a class F Porsche is more than significant and NEWS. Murphy winning by 87 SECONDS, and Miles by 28 SECONDS is NOT news. And from the broad, overall news standpoint the Santa Barbara races were not "lusterless and drab"—they were "miserably lusterless and drab." Period and paragraph!—Ed. Note.)

PAYS TO READ MYRA

Just yesterday I happened to get hold of a copy of **MOTORACING** and in browsing through I read Myra Jones' fine column. Needless to say, I was very surprised to read my name and that I had been awarded the Hard Luck Trophy from the Pacific Sports Car Club at the Santa Barbara races, when I had fuel pump and fuel line trouble.

Your courtesy is very much appreciated. I just wonder if there is an actual trophy involved that I could have for a souvenir? Could you tell me who to contact and to thank for the considerate award?

Fred Newman
Los Angeles 34

P.S.—I have just subscribed to **MOTORACING**.
(Please call the L.S.G.C., No. 1-3312.—Ed. Note.)

WHADYOSAY, JAY?

Art Lauring is so right. As a slogan "SPEED KILLS" is not correct. My research discloses that it makes no difference how you die. If you die in bed, on the road, in the air or under water—you STOP BREATHING. Okay, your heart stops, you bleed to death... it all adds up to STOP BREATHING. That is why SMOG is a menace and **MOTORACING** is a blessing. Now take MONA. If the editor will disclose the original genius of MONA I will not tell the tale of how MONA met FLAVIO ST. GERMAIN down in New Orleans where the food was great.

Jay Gurey
Los Angeles

HOT RALLYE BARGAIN

I now have over 7000 miles on my Triumph TR-3 and it's going better every day. Still say my old TR-2 was snappier and had more on the top end, could be that after the valve grind this one will do better.

How about a little build up for a rallye we are putting on? Nov. 24-25 to Borrego Springs. Taking 110 cars and they get the works for \$16-rallye fee, lodging for two, lunch en route, buffet dinner, chance at 10 trophies, dash plaques for all, dance to a live band, also time trial the following Sunday morning. The name—"II Annual Chili Bean Tour."

The Whittier FCCA is the largest of 13 chapters and our two-day trips are rated tops. We were the first into Ensenada and have been to Death Valley three times. All were fun. This run is open to the first 100 entries. Entries mailed on request.

R. W. Taylor
Whittier FCCA
Box 441, Whittier, Calif.

CRITICISM NOTED

I wish to express my appreciation of your efforts in bringing rapid and comprehensive coverage of racing events and other matters of interest to the local enthusiasts. Your race charts in particular with the times of all competitors, reasons for retirements and other full information are especially valuable and are unique in my experience.

There is, however, one criticism of **MOTORACING** which I feel should be made: I have noticed an increasing tendency on your part, one which reaches its climax in the issue of March 23-30 in the article dealing with the rejection of Ken Miles by the SCCA, to inject personal opinion into stories which appear to be presented as news. While I cannot claim to have any first-hand knowledge of newspaper techniques it is a matter of observation that those newspapers that wish to develop a reputation for veracity and honesty tend to make a sharp distinction between factual and unemotional reporting in news columns and personal evaluation in signed articles by columnists. This is also a matter of practical psychology: opinion, surrounded by obviously unbiased reporting, carries much greater weight, but where everything is slanted nothing is believed.

Please do not interpret this as relating in any way to Ken Miles about whom I have no grounds for an opinion. My interest is in the success of **MOTORACING** and I feel that the above suggestion, calculated to increase the confidence and reputation in which the paper is held, may prove to be a basic factor in that success.

Benjamin P. Bok
Hollywood, Calif.

WRITER MAKES SENSE

Every Sport car owner has been, at one time or another, subjected to the gibes of the unenlightened owners of exclusively "Detroit Iron." Some will undoubtedly say: "Fine and dandy, let them kid us all they like, but we'll go on enjoying sport car driving and its economics." Then again, more of us than is generally imagined actually enjoy the sarcasm of others and believe that it gives them a certain right of "individualism."

What most "autophiles" fail to realize, however, is that throughout the nation's history "individualism" per se has not only bore the brunt of society's sarcasm but more important has been the whipping boy in the form of codes enacted by ambitious lawmakers. This axe might also drop upon the head of sport car rallying, in all forms. Have just one Le Mans type tragedy occur here in the U.S. (God forbid!) and the senator who recently called for the outlawing of auto racing in the United States would quickly find the necessary congressional support to carry this out. But would it stop there? The combination of public apathy concerning the rights of the "individualist" and the democratic philosophy of the "greatest good for the greatest number" give good cause to believe that such innocent activities as gymkhanas and rallies might be restricted or abolished in a wave of action by "do-gooders."

Naturally, sound safety measures enforced by clubs in the form of crowds control and strict technical inspection will reduce the odds of such a tragedy at races, but can we be certain of 100% efficiency in these matters? Assuming that such efficiency was obtained, does this positively ensure that no accidents will ever occur? If the answers are

not evident, then one should ask the nearest insurance man.

The essence of it all is that sport car ardent should drop the roles of defense or indifference and assume the initiative by doing everything in their power to establish true "motor-ing" as a respected American sport if not an American way-of-life.

Much is done practically every day, that if publicized and promoted, would make skeptics and critics take note, and much can be done in this direction in the future. One need only look at such things as charity contributions as well as airport and other civic improvements made possible by amateur sport car road racing. Sport cars recently came to the aid of civil defense in San Jose and other Northern California communities hard hit by the recent floods. An excellent suggestion was recently presented by Al Winteringham, Editor of the "Badge Bar Journal," a nationally popular bulletin published in San Rafael, California. In a recent issue of the "Journal" Mr. Winteringham editorialized the following:

"Why not pick a date for 1957... Let each club put on its own club event for that date. There will be no set entry fees, the entry fee will be whatever the contestant wishes to contribute to the Muscular Dystrophy Fund. ALL PROCEEDS WILL GO TO THIS FUND. (Caps his own.) Since the rallies need not be elaborate, expenses could be borne by the club treasuries. If the idea appeals to you let us hear from you."

Al Winteringham has generously offered to take the burden of organization upon himself. Think what good the participation of all the clubs in America in one day could do for any charitable cause, and if publicized, the good it could do for the sport car cause at the same time. This would be truly "killing two birds with one stone."

With the cooperation of the strong voices of motoring such as **MOTORACING** it could be nothing other than a success. Then who but the most base could ask, "What will it be when it grows up?"

Robert L. Magruder
Livermore, Calif.
P.S. The address of Al Winteringham and "Badge Bar Journal" is P. O. Box 641, San Rafael.

PRO ENTHUSIAST

I am delighted with your honest approach to a problem (professionalism), which has frustrated me for some time. What I want to know is what makes money so undesirable since some people come by it. I enclose two bucks to see what you will do with the wildest now that you have a firm grip on its tail. Would appreciate some good coverage for SCODA.

William W. Drury
Fort Hancock, N. Y.

SOCIETY EDITOR FAN

My husband and I both were very interested to read your paper for the first time at Seafair races. Enclosed is a check and address for our subscription. I was especially glad to see that you have women writing for you. In these parts people think you are mad if you are a sports car lover. But I stagger on anyway.

Mary Laurence Bennett
Society Editor
Oregon Journal
Portland 7, Ore.

Wonderful to note such interest by a society editor. Hope Cholly Angeleno of the Los Angeles Examiner catches this.—Editor's Note.

LET'S KEEP THE DUKE

Please, let's keep the Duke. When I read his column and am able to figure out who he is talking about, I feel so superior to the common herd, almost as if I were brushing elbows with the WHEELS of racing. And I have so few opportunities to feel superior to anyone, it would be a pity to deprive me of this one.

Glades Bennett
Sunland, Calif.

CHEERS & OFF TO MEXICO

I certainly want to congratulate you on the last issue of **MOTORACING**; it was a real DANDY. I'm glad that I did not read the copy you offered me when in your office. I wouldn't have had the fun of reading my very own copy.

Am herewith sending you a copy of SportTours pamphlet outlining the plan for the Mexican West Coast tour. Hope that you find it interesting and inspiring. I'm looking forward with eager anticipation to the next issue of **MOTORACING**.

James M. (Jim) Yurkanski
SportTours
San Bernardino, Calif.

THE BUMBLEBEE MYTH

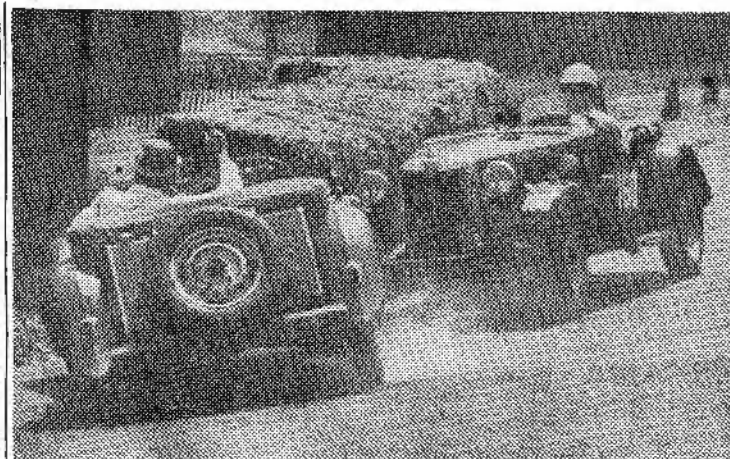
I realize that this has nothing to do with sports cars, but I feel that it is time for someone to stand up for the much-maligned aeronautical engineer.

Your correspondent related (in the letters column) the story of the engineer's announcement that bumblebees can't fly. What actually happened, was that a German student wrote a paper purporting to prove that if a bee's wings were rigid, he could not fly. It is well known that a bee's wings are not rigid. The student's paper, however, after it had been modified by typographical errors and deliberate distortion, made good copy, and the myth of the engineer and the bumblebee was born.

Having read this little myth in so many places, so often, I couldn't resist making an attempt to correct it. Thanks for the opportunity.

Robert L. Archibald
Riverside, Calif.

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MG ■ TRIUMPH



—Gene Simon

WATCH IT—Looks like serious MG trouble here at Paramount course, but all turned out O. K. The one on left went into spin coming out of turn six. Oncoming TD was driven by Robert Douglas, who later was forced out with a burned bearing.

WINNERS OF CONCOURS AT SACRAMENTO

Following are the winners of the Concours d'Elegance held in conjunction with the Sacramento road races at the Capitol Fairgrounds last week-end:

Sports cars under \$2300—55 MG-TE, L. G. McNeilly; \$2300-\$3300—56 Triumph TR-3, Ralph Thrasher; \$3300-\$5000—55 Jaguar 140MC, Gladys & Andy Anderson; \$5000-over—54 Cunningham C3, Florence Wason.

Sedans and tourers (foreign) under \$2500—50 MG4, Don Torburn; \$2500-\$3300—51 Riley Drophead, Robert Bowen; \$3300-\$5000—49 Riley Tourer, Lyle Scheibe; \$5000-over—51 Rolls Royce Silver Dawn, David Curtis.

Classic cars (Cord)—30 Cord 812, Benjamin Reese; (Packards)—34 Packard Super 8, Mike Goetz; other makes under \$7500—37 Horch Sports Cab, Paul Wassen; other makes \$7500-over—29 Duesenberg J, Granger Hill.

Vintage and special interest—34

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MOTORING

fo(u)r
FUNBy John Foster
National President, FCCA

The FCCA wishes to thank Jim Matthews and his Sports Car Information Center for taking on the burden of keeping a file on the blood types of the sports car fraternity. All secretaries are requested to mail in a copy of their lists of blood types to SCIC and should the need for blood ever arise, just

JOHN FOSTER phone EMpire 2-4157 and much delay will be avoided. Plans are afoot to have this information contained on all membership cards.

The officers in each local chapter of FCCA are faced with a problem which must be resolved in the very near future. The SCCSCC will be making up the 1957 calendar and will want to know which clubs, and chapters of FCCA want to stage Championship and/or Open Rallies during the coming year.

VIEWS NEEDED

Before handing in his decision, your SCCSCC representative will need the views of all interested members. Some members are opposed to staging a Championship Rallye because of the terrific expense involved for so little profit (with the danger of a deficit return), the tremendous amount of work and expense by many individuals, and the event demanding the use of all of its members' denying themselves the pleasure of entering their own event.

In favor of staging a Championship event will be those who believe there is great prestige and experience to be gained by the sponsoring club, plus some profit. They will point out the tremendous advances that have been made in rallying in Southern California due entirely to the quality of event demanded by the Championship Code.

TOP ATTENDANCE

In the past, attendance to Championship Rallyes has been excellent, because the few top-notch competitors in the 30-odd local clubs religiously attend. However, it is at the same time obvious that the vast majority of members avoid these big events and prefer the shorter, smaller and more relaxing events.

Your officers are ready to serve you. They can serve you best by knowing your views on this, and many other topics. It is up to you to make your wishes known to them.

For all information regarding FCCA, please write in phone Betty Warren, National Secretary, 1720 Pine Ave., Manhattan Beach, Calif. FR-2-7526

CARS OVERSEAS

The American Automobile Association driving permits are issued to motorists who take their cars abroad or who rent or buy cars overseas for touring foreign lands.

Murphy, Lovely
In Sacramento
Race Triumphs

Continued from Page 1)

field was strung pretty far back.

FINE DRIVING

The Buick Kurtis pilot drove well; he had to on this course. This was no kid deal. You had to roar around the Fairgrounds streets, and, brother, you had to DRIVE to avoid barns, exhibit buildings, telephone poles, trees and what-have-you. Fantastic!

Murphy had a tremendous 1:37.6 lap, which was one-tenth of a second slower than the fastest of the race, which was turned in by Ginther. Brero's 10th lap was 1:37.9. These times were remarkable for a circuit of this kind, and it gives you an idea of the high-caliber type of driving here today.

With Brero bogging down and Murphy increasing his advantage on the 29th, Ginther moved, in second place, remaining there until the finish. But he couldn't catch the high-flying leader.

Masten Gregory, the Kansas ace, who was in the third grid position in Temple Buell's Ferrari Testa Rosa, would have been a distinct threat. On turn 6 of the first lap, however, he smashed into a hay pole, falling far back after they had to unsnarl his right front fender.

GREGORY OUT

Gregory poured it on and by the third lap was 13th in the 26-car field. He moved up to fourth behind Brero, Murphy and Ginther by the 23rd. On the next lap, though, he was forced out with gear box trouble.

Johnny von Neumann, Hollywood, Ferrari Testa Rosa, who was sixth in the early going, went out about one-third of the way through when he lost his exhaust system.

John Barneson, Lafayette, in the big Chrysler-powered Hagemann Special, who started in the fourth spot and who held down that position for 12 tours, was forced out on the 23rd when he boiled and blew a hose.

Ken Miles, the controversial Englishman, driving Von Neumann's Porsche Spyder, turned in a remarkable performance, but it went for naught when the engine blew up one lap before the finale. He had to push the car across the finish line, lucky to take sixth.

He started at the rear, was 13th the first time around, and worked his way up to third behind Murphy and Ginther by the 30th. Miles was in that slot when the Spyder blew.

Equally terrific was Weiss' excellent drive. He, too, came from the rear of the pack, hounding Miles all the way and finally taking third when Ken's luck ran out.

OKER TERRIFIC!

Bob Oker, Whittier, in Ed Savin's spectacular new AC Ace Bristol, got an ovation. He was first in class E and seventh overall in a PRODUCTION job. His other exploits are told in another column.

The 35-lap under-1500cc for modifieds was captured by personable Pete Lovely. He went out in front at the start and stayed there for 32 of the 35 laps. Following were Weiss, Miles, Johnny McLaughlin in the Buchanan OSCA, and Lance

Just Like Old Days:

Gardner, Andresen Register
San Luis Obispo Race Victories

SAN LUIS OBISPO, Sept. 23—The El Camino Foreign Car Club ran two sports car road races as part of the program of the second annual San Luis Obispo Air Fiesta. Thirteen cars raced over a 1.3-mile course at the county airport in two 15-lappers.

Doug Gardner, in a fast modified Thunderbird, won by a narrow margin over John Fitzgerald, TR-3. Lowell McGrew, aboard a '54 Corvette, was third.

Race No. 1	15 laps	Time: 16 min., .09 sec.	Class	Class Pos.
1. Gardner	T-bird		C	1
2. Fitzgerald	TR-3		E	1
3. McGrew	Corvette		C	2
4. Hensley	Porsche Coupe		F	1
5. Van	MG-A		F	2
6. Eichoff	Porsche Speedster		F	2
7. Mills	Porsche Coupe		F	3
8. Cooke	MG-TF		F	4
9. Reid	MG-TD		F	5
10. Kornved			G	1
DNF—Rimington, Corvette; Irvin, Austin-Healey; Andresen, Jaguar XK-140MC Coupe.				
Race No. 2	15 laps	Time: 15 min., 55 sec.	C	
1. Andresen	Jaguar		C	1
2. McGrew	Corvette		C	2
3. Fitzgerald	TR-3		E	1
4. Hensley	Porsche Coupe		F	1
5. Rimington	Corvette		F	2
6. Mills	Porsche Coupe		F	3
7. Van	MG-A		D	1
8. Irvin	A-H		D	2
9. Cooke	MG-TF		F	4
10. Reid	MG-TD		F	5
11. Kornved	MG-TD		G	1

—Jim Andresen

Reventlow, Cooper, class G victor.

Weiss was on Pete's exhaust for the first 16 laps, took the lead from him on the 17th and led it through the 19th.

But then Pete poured on the coals and by the 30th tour had boosted his margin to 17 seconds. This margin was reduced, however, and he won by some four or five seconds. He averaged an even 70mph.

The sombrero here must be doffed to Miles. The third gear went out on the Spyder at yesterday's morning practice. He was unable to compete in the qualifying races. The two German factory mechanics worked on the car all night and into this morning. They finally fixed it.

TOP SHOWING

So today Miles had to start

dead last. And there was a jam-up at the start. Miles had to patiently wait, losing some six valuable seconds. You can't pass until you get to the line.

Well, sir, at the end of the first lap he was 14th, then 11th, 9th, 7th for two laps, 6th, 4th from the 7th through the 30th behind Lovey, Weiss and McLaughlin (except for the time Weiss led). On the 31st he passed McLaughlin and finished in that spot. You can figure out what he would have done had he been in a respectable starting position!

The second annual Sac races were staged by the San Francisco Region of the SCCA. Proceeds went to the Kiwanis Suburban Club for its underprivileged children's fund—a great, worthy cause.

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FOR SALE

"CHILLY WILLY" cute hat for sports car driving, rallies, races. Children love them, fits any head and make wonderful gifts. Send \$1.25 to Hep-Cap, 1311 No. Highland, Hollywood, Calif.

50 MGTD SPECIAL, cost \$5600. Borrini wire wheels. Special top. Concours condition. Must see to appreciate. Trade accepted. \$1695. Urs Bargetzi, 4671 W. 62nd Pl., Los Angeles 43. AXminster 1-4640

750 c.c. Competition Car Components—Chrome Moly Frame, Suspension, Wire Wheels, Balanced Engine, new radiator and battery. Needs driver and body. Also Austin Nippy parts. Price \$650. Phone Redlands, Pyramid 3-3706.

XK 120 M (1954) Jaguar Convertible, mint condition. White with black top. Original owner, 25,000 miles. Will consider trade for family sedan and cash or \$2750 full price. Phone Redlands, Pyramid 3-3706. JAGUAR PARTS, 1953 modified engine, gearbox, rear axle, front suspension, wire wheel hubs, brake drums, seats etc. Harvey Mayer, Liberty 8-2256, 2137 Harbor Blvd., Costa Mesa, Calif.

FIVE NEW (still-wrapped) Michelin X tires. 650-15, \$100.00 DU. 7-7524

SPORTS RACING CARS FOR SALE: Jaguar Special Kurtis type frame, Halibrand wheels, quick-change rear end. Completely rebuilt. Sata Spyder MG Special recently completed, never run. No reasonable offer refused for quick sale. Consider trade. Harry Crown 14716 Nordhoff Ave., Van Nuys, Victoria 9-3393 or EMpire 2-1877.

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ONE SET Jaguar 140 8 to 1 Compression Pistons and Rings—brand new—Bill Smith, 1315 So. La Brea, WE. 3-4133.

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SULLIVAN'S FOREIGN CAR SPEEDO-SERVICE specializing in repair of speedos, tachs temperature and fuel gauges, clocks and cables. MG tach gear boxes rebuilt. 4718 Sunset Blvd., Los Angeles 27.

DUPONT DELUXE ENAMEL PAINT JOB from \$50. Lacquer from \$100. Concours winner lacquer job, \$150 complete. Antiques and classics restored. Also car matching body work and touch up. Kizer, 2800 So. Crenshaw, RE 2-0470.

PROMISING JUNIOR driver sponsored by Ernie McAfee shortly before his death wants a ride. Good class B and E record. Have Pirelli suit, will travel. Drive anything. Bert Mouron SYcamore 2-3635 after 6 p.m.

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New Goliath
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A radically new imported German car, the 1957 Goliath, was presented to the press and prospective dealers at a preview attended by 400 people at the Beverly Hilton Hotel last week. Southern California and Arizona distributor is Murphy Imports of Culver City.

Boasting a revolutionary and completely new authentic Bosch fuel injection system, the new car also features front wheel drive and a fully synchromeshed four-speed transmission.

Performance figures for the new import list an 80mph speed with a cruising speed of 75mph. Average fuel consumption is between 35 and 40 miles per gallon.

Prices start at \$1521.80, delivered in California.

Offered to the public in 12 separate body styles and as many different colors, including the latest pastels, the Goliath line, newest in the low price field, includes sedans, convertibles, station wagon, buses and commercial vehicles.

Designed by the noted Dr. Borgward, the Goliaths are built in the Borgward plant in Bremen, Germany.

USAC Nat'l Champ.
Stock Car Points

(As of Sept. 18)	
1. Johnny Mantz	1334
2. Les Snow	1251
3. Jimmy Bryan	1180
4. Marshall Teague	1152
5. Chuck Stevenson	756
6. Troy Ruttman	750
7. Norm Nelson	657
8. Sam Hanks	655
9. Bud Moneymaker	649
10. Jim Rathmann	590

USAC Nat'l Champ.
Midget Auto Points

(As of Sept. 18)	
1. Shorty Templeman	2539
2. Chuck Rodee	2073
3. Eddie Sachs	2027
4. Rex Easton	1698
5. Gene Hartley	1663
6. George Amick	1610
7. John Tolan	1552
8. Jack Turner	1512
9. Jimmy Knight	1260
10. Gene Force	1252

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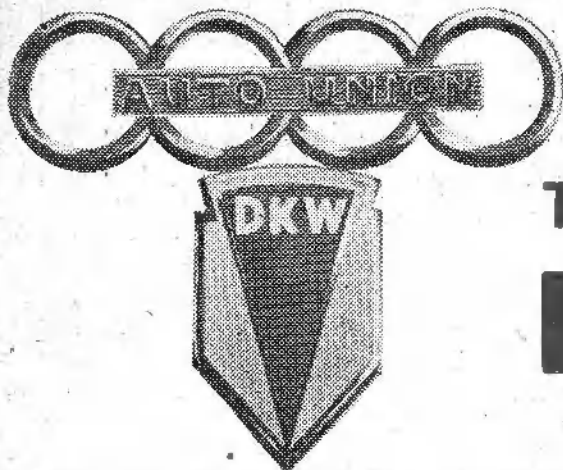
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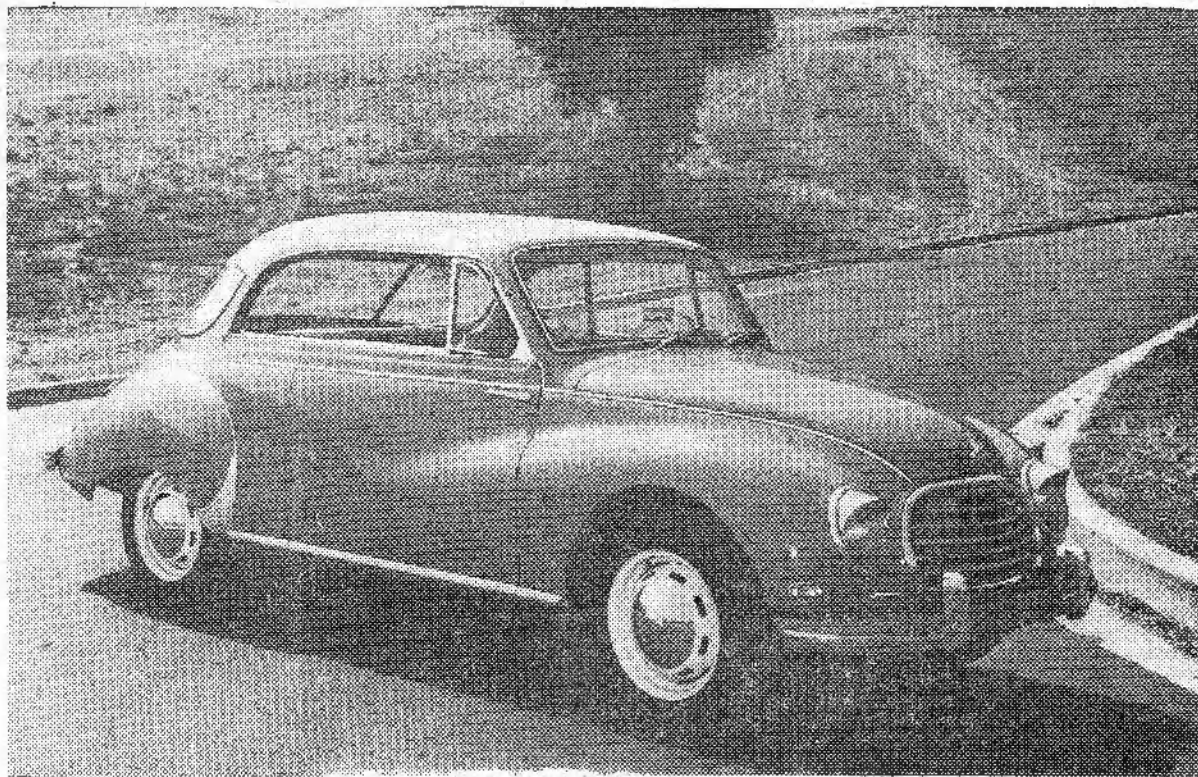
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